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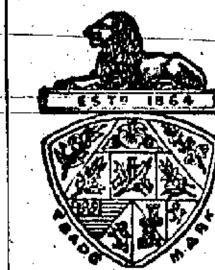
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Hongkong, 21st February, 1911.

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written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be in wided.

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RONGKONG OFFICE CIOA, DES VOUX ROAD C LONDON OFFICE: 131, FLEET STREET, EC



Honekond August 29TH, 1911.

Bisnop Montgomery, who visited the Far East twelve or eighteen months ago in a tour of inspection on behalf of one of the English Missionary societies, has said and written much regarding his tour since his return—much that has doubtless been interesting and instructive to his audiences at Home, and certainly a good for Bisher Montgomery has the failing common to most globetrotters, viz., that of ing Chinese to travel by a certain line. posing as an authority on questions concerning which he is very imperfectly informed. The Bishop, we notice, has been lecturing lately on the subject of gambling steamer was stopped and the crow spent about in China. Though his Lordship confessed that he had such a horror of gambling was not recovered. that he would not even visit a gambling house as a tourist, yet, he said, "it was impossible to pass over interest in the fact that so capable and intellectual a race as the Chinese should have been content with one gambling game, fan-tan, for thousands of years." Having medified his belief that the game was a pure and meaningless gamble, and reached the conclusion that "the subject has its interest for the psychologist," his Lordship describes the gaine. He tells the tale as 'twas told to him that the croupier knows exactly how many cash he puts upon the table. " whether seventy-nine or eighty for example," and that the croupier has 'immense insight winning." His Lordship therefore arrives at the

conclusion that "it is really a sort of psychological contest between the croupier and the gambler." Many people besides Yard at Sheernes the Bishop make the mistake of supposing that fan-tan gambling, which until recently was openly countenanced at Canton, just as. it is still countenanced at Macao, is typical of what is going on all over China-Because there are public roulette tables at Monte Carlo, Ostend, and one or two other places in Europe, it does not follow that roulette is played everywhere in Europe; neither is it correct to conclude that because fantan at the time of the Bishop's visit was openly played at Canton as wall as in the Portuguese Colony of Macao that the practice extends to the whole race of Chinese. It appears to be to'a game peculiar to the Kwang-tung province. What however, is the following statement The first step towards the real independ once of China on its own soil would appear to be the cession by some means of Macao to China. I hope I am not passing out of my sphere to say so. That it is useless to Portugal seems unquestioned; that, it is

also a plagu -spot there can be no doubt: that no other foreign nation desires to possess it is clear; that China longs to show how she can conduct a kind of European sanatorium under her flag is a cred itable aspiration." During the past few years the fate of Macao has been a much discussed subject. If no other foreign nation desires to possess Macan, it is not because the place is deemed not worth having. If China can conduct "a kind of European sanatorium" there, it is safe to say most other nations, not excepting the Portuguese, who can do it very much better. The Chinese Government is well aware that more than one other foreign nation would like to possess Macao, and this knowledge it doubtless was which suggested the clause. in the Treaty between China and Portugal providing that Portugal will never alienate | dipped a dirty finger into it. An excited crowd Macao and its Dependencies without previous agreement with China. The meaning of that is, in these days of the "sovereign rights" agitation, that China would never consent to the alienation of the territory. Whether Postugal would return Macao to China on payment of satisfactory compensation is a question which, so far as we know, has never been discussed, and there can be no thought of handing back China any Settlement now under European Government until, in the words of the

of \$50 was stolen from 158, Queen's Read West.

and other considerations warrant the step:

A Singapore contemporary says that one of the probables for the Colonial Secretaryship of the Straits seems to be Mr. A. W. Brewin, C.M.G., Registrar General of Hongkoug.

The body of a Chinese male, about 30 years of age, was found on the foreshore near the Cosmo politan Docks on Sunday and removed to the Mortuary.

The meeting of subscribers to the Coronation Celebrations Fund to decide upon the disposal of the surplus takes place as advertised next Tuesday, Soptember 5th, at the Committee-room, Supreme Court.

The two Chinese who are in custody on a arge of committing an armed robbery at No. 112. Canton Road, Kowloon, were again charged before Mr. Wood at the Magistracy yesterday and remanded for a week.

The American Consulate General last evening received the following typhoen warning from the Manila Observatory: "Manila August 28. 7 p.m. Cyclone or typhoon N.E. of Luzon. Direction unknown.

The editor of a Chinese newspaper in Bang. kok has been fined 222 ticals and forty days' deal that has amused readers in the East, imprisonment for publishing certain notices in his newspaper with the intention of intimidat.

> As the steamer On Les was proceeding to Macao on Sunday a Chinese passenger committed suicide by jumping overboard. The half an hour in searching for the body, which

It is authoritatively stated, says a New York commercial paper, that Japan is considering establishing a Spanish port of call at Valencia. Japan imports large quantities of Spanish wine, | ing to Causeway Bay. oil, and cork vid France, and it is to save this extra cost, as well as to extend the Spanish market for Japanese exports, that the plan is

being considered. The new constwise laws in Japan have gone into effect, and no more tickets can be issued by steamship companies in Japan for Japanese ports except on steamers under the Japanese flag. According to the Japan Advertiser, a number of would-be passengers unable to reach Kobe by train tried to buy tickets, some by the P. & O., others by the N.D.L. line, but were told no more tickets could be sold by them to coast ports. The Government is very strictly enforcing the law.

At the Magistracy yesterday Mr. Hazeland sentenced an old Chinese woman to six months' imprisonment for returning from banishment.

The return of visitors to the City Hall Library "and Museum for the week anding the 27th August, 1911, shows that of non-Chiusse there were 416 to the Library and 193 to the Museum, and of Chinese 163 to the former and 3,070 to the latter. The Library was, therefore, used by 579 persons and the Massum by 3,263.

The typhoon seems to have passed right ncross the track of the steamers bringing the Siberian mais down from Shanghai. Neither the Chinhua, nor the Touranc had arrived last night. As the typhoon is reported to have entered the coast during Sunday night in the neighbourhood of Foochow, we ought to interests us chiefly in the Bishop's lecture, was the delayed steamers in port this morning

Mr. Delcasse, the French Minister of Marine+ gave a diquer last mouth in konour of Admiral Shimamura and the other Japanese naval officers who were on a visit to Paris. The company included the Prime Minister, M. Caillaux. and other members of the French Government, the Japanese Ambissador in Paris, the French Ambassator in Tokyo, and a number of officers the Freuch Navy.

Mr. Denman Fuller, organist of St. John's Cathedral, Hongkon :, gave a second recital last week in the Cathedral at Monila. Bishop Brent profaced the recital by saying that Mr. Foller, like all true musiciaus, had given his services absolutely free. "What we need in Manila," continued the Bishop, " is more presentation of music of a high type such as Mr. Fuller give8

A-FOREIGNER IN TROUBLE IN HEUNGSHAN.

A story is related in the Chinese papers of an exciting experience which a foreigner of German untiquality, whose name is transliterated as "Canute," has had in Sheki (the City of Houngshan). According to the story, trouble arese through his hitting a coolie who in handing him a glass of aerated water, appears to have gatnered round, and remonstrated. The foreigner next proceeded to a shop near by to get some bank-notes changed, and another altercation occurred when the shopkeeper refused to change the notes. It is alleged that the foreigner gave vent to his anger by throwing away a kerosine lamp belonging to the shop. This incensed the crowd. The foreigner then tried to get a chair to take him back to his bout. The coolies demanded 80 cents, and this led to a further quarrel. It is alleged that the foreigner struck the coolies, whereupon the crowd became so menacing that he had to seek refuge in MACKAY Treaty, the Power concerned is the house of a Chinese lady doctor. A Chinese satisfied that the state of the Chinese laws, in foreign attire gave information to the he arrangement for their administration, magistrate, and a torce of police was at once dispatched to the scene. In the darkness the foreigner, who had meanwhile donned Chinese fire to the Chinese lady doctor's house (persumably believing the foreigner to be still there), but as the flames did not envelop commenced to pull down the building. number of the mob went to the river side and sank the foreigner's boat with heavy stones. Finally the megistrate issued a notice ordering the crowd to disperse, and telling them that the foreigner would be dealt with according to law, but it was not until two arrests had been made that the magistrate's orders were

At 5 s.m. next day the foreigner was taken

to Canton.

MARINE: MAGISTRATE'S COURT-

Monday, August 28th. BEFORE COVMANDER C. W. BECKWITH R.N. (MARINE MAGISTRATE).

WRONG WARNING SIGNAL. The master of the private steam launch K.6 was charged with failing to blow three short blasts on his whistle to indicate that his engines were going full speed astern.

Defendant pleaded guilty. His Worship, in imposing a fine of \$2 or soven days' imprisonment, warned the defendant to be more careful to give the warning signal when going astern,

The owners of the hunches Wing Fung and Wing Shing were proceeded against for allowing their vessels to lie in the Causeway Bay Refuge without a written permit from the Harbour | ment to take over private airships in times

His Worship dismissed the case, but warned the owners to take out a permit in future. ANCHORING IN THE FAIRWAY.

The owners of two coal boats were prosecuted for anchoring their vessels in the fairway lead-

Defendants were each fined \$5, the alternative being seven days' imprisonment

AN EXEMPLARY SENTENCE. Two Chinese boatmen were proceeded against for making their vessels fast to the s.s. Caledonien while that steamer was under way,

Lance-Sergeant Bond stated that he saw a Morocco. number of pulling beats made fast to the Cale. donien. As soon as witness was observed near the steamer the boats let go. The defendants refused to stop when he hailed them, so he gave chase and caught them. Both boats were carrying boarding-house runners.

prisonment for one month with hard labour.

Mr. Edgar Watts, Naval Store Officer, Hongkong, has been appointed to H.M. Dock TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE KAISER ON GERMAN TRADE AND THE NAVY.

London, August 28th.

His Majesty the German Emperor, in a speech delivered at Hamburg, said: "We must not wonder that the upward movement of our trade is causing inconvenience to many parties in the world. Still, competition in commerce is wholesome for states and peoples. The German people have provided protection for our trade by a Navy which is developing; and if I understand Hamburgers aright, it is their opinion that the Navy should be coldiers. further strongthened so we may be sure that no one can dispute with us the place in the sun which is our due."

-CRITICISM OF GERMAN POLICY.

BY AN ALLEGED BRITISH DIPLOMATIST

London, August 28th.

Tremendous excitement prevails in the German Press over an interview-with-an alleged British diplomatist, published in the Vienna Neue Freie Presse, criticising German policy.

The German papers ascribe the interview to Sir Fairfax L. Cartwright, the British Ambassador to Vienna, whom, together with the Neue Freie Presse, they vehemently

PREPARING FOR EMERGENCIES

BELGIAN OFFICERS ON FURLOUGH RECALLED

. London, August 28th. Reuter's correspondent at Antwerp says

it is stated that in view of the political situa. tion all engineer officers on furlough- have been urgently recalled, and the class (?) reserves are being mobilised.

SIR JOSEPH WARD ON IMPERIAL DEFENCE.

London, August 27th.

Sir Joseph Ward, Prime Minister of New Zealand, speaking at a banquet given in his honour at Wellington said it would be Between midnight on the 26th instant and 6 dress, was taken to the magistrate's yamen, almost as cheap to have a per capita cona.m. yesterday morning clothing to the value Still the crowd remained, and finally they tribution towards the cost of defence throughout the Empire as the presentsystem. Given co-operation we might have th house as quickly as they desired, the crowd an impregnable system of defence which would compel competitors to recognise that we are permanent masters of the seas.

> FIRE IN A CINEMATOGRAPH. THEATRE.

MANY PERSONS KILLED AND INJURED.

London, August 27th. A fire broke out in a cinematograph theatre in Cannonsberg, Pennsylvania.

The audience were thrown into a state o panic and a desperate fight for life occurred at the exits, twenty-five persons being tram. pled to death and many injured.

THE INDIAN GOVERNMENT AND AVIATION.

London, August 27th. Reuter's correspondent at Simla reports hat, for military reasons, the Government of India is introducing a Bill establishing a system of licences controlling the aviation in lustry and empowering the Govern-

THE MOROCCAN QUESTION.

of emergency.

London, August 27th.

The newspapers of Paris and Berlin are sanguine of the result of a renewal of the France-German diplomatic conversations. They agree in believing that Germany will concede to France a free hand in

The only question remaining is the extent of the territorial compensation to Germany in the Congo.

Uncasiness is expressed in Madril at the Each of the defendants was sentenced to im. prospect of France obtaining a Protectorate in Moroeco.

[THROUGH-REUTER'S AGENCY.]

FRANCE AND GERMANY.

London, August 28th. The French Premier, M. Caillaux, speaking at Sarthe, said that the whole efforts of France was directed to the maintenance of peace, but an honourable peace, safeguarding the dignity and rights

SPANIARDS, ATTACKED AT

London, August 28th.

A body of Moors attacked a Spanish surveying party at Melilla and killed four

THE LARGEST BATTLESHIP.

LONDON, August 28th.

The Argentine battleship "Reivadavia" has been launched at Quincy, Massachusetts. It is the largest battleship in the world, having a length of 585 feet and a tonnage of 25,600 tons. It is the first foreign warship built in American yards for years.

FROM. THE MANILA "CABLENEWS."

MR. HEARST AND PRESIDENT TAPT

Washington, August 19th. William Raudolph Hearst has opened the 1912 campaign against President Taft in a bitter denunciation of his recent vetoes,

which all his newspapers from New York to -- San Francisco have taken up vigorously. Hearst declares that the President has abjectly surrendered to the great predatory. business interests in vetoing the free list bill and the lowered cotton and wool schedules passed by the democrats and the progressive

republicans in the special session just closed. The appointment of Stimson and Fisher to the Cabinet, as well as the decision to bestow federal patronage upon progressive republicans in Congress are declared by adjourned. Hearst to be mere blinds to cover up his union with the trusts in supporting his tariff as the bulwark of protection works for the great trusts to the detriment of the whole

The indictment also strongly condemns President Taft's determined opposition to the popular recall of judges, as shown in his veto of Arizona statehood, and concludes by asserting that Mr. Taft has deliberately betrayed the people and is unfit for the fendant Presidency.

It is believed that Mr. Hearst prepared and published his statement with th assistance of radical leaders in the democrat party, and that it is the forerunner of vicious propaganda designed to drive th President out of public life forever.

CONGRESSMEN TO VISIT THE PHILIPPINES.

WASHINGTON, August 24th. Congress adjourned without any arrange.

ments being made to send the proposed Congressional delegation on a visit of inspection to the Philippines. There will be no visit in the present recess, but Speaker Clark and Chairman Jones of the insular affairs committee are expected to arrange a trip soon after Congress adjourns in June or July next year so as to be used in the fall as good Democratic material in the closing by the fact that we have issued summonses in days of the campaign.

All of the Philippine independence resolutions which were referred to the committee on insular affairs were not reported out of the committee and must hold over to the regular session in December.

THE PHILIPPINE PROBLEM.

Washington, August 23rd. Congressman Kinkead of New Jersey, in a speech delivered just before the adjournment of Congress, announced that the etiquette from the army, and the mighty men, of democrats would dispose of the Philippine problem next session.

LAWN BOWLS CHAMPIONSHIP.

The third round of the competition for the open championship of the Colony has resulted

D. Gow (K) beat J. Weir (T) E. Dawson (CS) G. R. Edwards (K) T. Glandinning (P J. Grant (P) 4. Hamilton (T) D. Gourlay (P) W. Diggins (C S) A. Currie (T) " D. Cooper (K) J. Macdonald (K) W. Stuart (P) C. Bond C.S. G. K. Haxton(K) .. A. Clark (P)

The Defence, cruiser, now refitting at Devon-

THEIR MAJESTIES' VISIT TO INDIA

port, has been selected to act as escorting ship to the P. and O liner Mening, in which the King and Queen will go to India, The Defence acted in a similar capacity to the Balmoral Castle, in which the Duke of Convaught went to Cape Town to open the Union Parliament, the street.

SUPREME COURT.

Monday, August 28th.

IN CRIMINAL JURISDICTION

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGGOTT).

ALLEGED BANKEUPTCY OFFENCES.

Ngo Tez Sau was placed in the dock charged with certain offences under the Bankruptcy Ordinance. The Hon Mr. C. G. Alabaster instructed by Mr. W. E. L. Shenton, conducted the case for the presecution, and the Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Leo d'Almada, appeared for the defence.

Mr. Pollockapplied that counts 2,3, and 4 he quashed as being bud for duplicity. To call those counts bad for duplicity was to use a very mild expression. Counts 2 and 3 contained no less than eleven distinct charges with reference to no less than oleven distinct matters. As his Lordship was aware, the jury if asked to find the prisoner guilty on count 2 could not return a proper verdict. Count 4 was a count which contained four charges of forgery and four charges of attering and knowing them to be forged. They were serious charges.

His Lordship-If the prisoner pleads not guilty there must be a jury.

Mr. Pollock-I don't want him to plead at all. His Lordship-Would the single act of filing these counts not cover it? These are mistakes made in one act.

Mr. Pollock-You cannot have a number of material mis-statements which amount to one act. It is physically impossible to make several

mis-statements at the same time. His Lordship-Isu't it the not of handing

over all the affairs to the Official Receiver? Mr. Pollock-No, it it is making mis-statements. The charge is of making so many misstatements.

The Attorney General said he had no objecttion to splitting up the counts and instead of having four counts having forty, but he would not abandon the counts because they made up a complete whole. A very considerable portion of the evidence which was available in the case came into the first count.

His Lordship said he was strongly of opinion that in bankruptey cases each offence should be proved by itself

It was agreed to proceed with the first count. The following jury was empanelled: -Mesers. J. J. Judah, C. M. dos Remedies, Jepsen, C. A. Lopes, N. Drummond, C. E. M. Fredericks and J. M. da Rocha.

Evidence was called and the hearing was

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (Puisne Judos).

DAMAGES FOR ASSAULT. A woman named Li Kam Fn. sued Jinmy Moore, alias J. D. Noria, for \$500 damages-forassault and battery and trespass on July 19th: Mr. P. W. Goldring appeared for the plaintiff. and Mr. Crowther Smith represented the de-

Mr. Goldring said that the plaintiff lived on the third floor of 84 Praya East and the defendant lived on the floor above at No. 85. There was a common staircase between the two houses. It appeared that on the 18th July defendant visited the plaintiff's flat and had a few words with her servant, who called him names. He went away, but on the following morning he came down to plaintiff's flat and knocked at the door. She asked him what he wanted, and he replied that her servant had called him names. She retorted that if he did not go away she also would call him names. He forced himself into the house and knocked her down. He eventually pushed her downstairs, and as she was falling she caught another woman, and both

went down together. His Lordship - I should have thought the trouble should have been settled, us it in trouble between neighbours.

Mr. Goldring-I don't know what the defence Mr. Smith-I think our defence is indicated

the Police Court. Mr. Goldring-Against other people? Mr. Smith-Yes.

Evidence was then taken, and his Lordship gave judgment for plaintiff for \$30 with costs on the issue of trespass.

"HERE'S HOW!"

In the list of pious ejaculations prefatory to a drink is there any record of the common "Here's how!" asks a corre pondent in the New York Sun. The following reply is given: It was introduced to Eastern bibulous war were supposed to have acquired it from the Indians against who their campaigns had been directed. In yet another step of bac-ward history the Indians were credited with having adopted it from the whites and wi h traving, in conformity with the taciturnity improperly attributed to them, syncopated "How are ou ?" or "How d'ye do ?" into its elemental "How!" The later steps of the process are probably beyond cavil. but the borrowing of "how" by the Indians is most satisfactorily disproved. On this point Col. Garick Mallery notes: "A number of tribes-e.g., the Shoshoni, Caddo and Arikara -use a word or sound very similar to How, but in proper literation Hau or Han. Most of the Sioux use the same sound in communication with the whites, from which the error has arisen that they have caught up and abbreviated the 'How are you?' of the litter But the word is ancient, used in councils, and means 'good', or 'satisfactory.' It is a response as well as a salutation."

A school boy, 12 years of age, was fined \$3 or seven days' imprisonment by Mr. Hazeland at the Magistracy vesterday for gambling on

SHIPPING REBATES IN THE PHILIPPINES.

---PROPOSED RATE REGULATION AND CONTROL.

A Committee of the Manila Morchants' Association was recently appointed to consider the project of the Shipowners' Association of the Philippines against the regulation of rates on inter-island traffic as provided in Order No. 15 of the Found of Rate Regulation, and to make recommendations as to whether the Merchants' Association should endorse such protest. The Committee last week presented their

report which reads as follows: --Order No. 45 of the Board of Rate Regulation sets forth a schedule rates and prescribes regulations for the transportation of passengers and curgo between inter-island ports. The rates as provided in Order No. 15 are made dependent upon the class of goods and passengers tranported, upon distance and upon the nature of port facilities.

The protest of the Shipowners' Association is against any attempt on the part of the Government to fix or to regulate rates, the con tention being that shippers have presented no specific objections to the rates now charged, and that it is better that rates be adjusted by unrestricted composition than by the Government. Protest is also unde against the system set forth in Order No 15, and an outline of an alterantive system is prosented a high is claimed to be much more simple and workable than the system set forth in Order No. 15. Protest is also made against certain minor defails in Order No. 15.

Order No. 15 was to have become effective on July 1, 1911, but the effective date has been postponed to October 1, 1911, in order that the protest of the Shipowners' Association might be considered. Prior to July 1, 1911, certain boats were operated under contracts with the Government, which contracts provided that the public should receive the benefit of rates not higher than those charged to the Government -und a-schedule of those rates was duly published and put in effect on August 15, 1908. On boats not under contract the shipowners were under no restriction as to the rates which might be charged. On July 1, 1914, most of the contracts with the G. comment expired, so that to day there are no fixed rates for the transportation of passengers or freight in these Islands, and shipowners are in a position to charge such rates

as they may desire. Act No. 98 provides that no "common carrier of passengers or property shall directly or indirectly by any special rate, rebate, drawback or other device, charge, demand, collect or receive from any poison or persons, a greater or less compensation for any service rendered in the transportation of passengers or property on land or water between any points in the Philippine Islands thus such common carrier charges demands, collects or receives from any other person or persons for doing for him a like or contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, and any such unjust discrimination is hereby prohibited and declared to be unlawful,"

Act No. 98 also prohibits the granting of any unnecessary or unreasonable preference or advantage or of any exclusive or preferential. privilege, and requires that cargo shall be received for carriage as promptly as possible and without discrimination.

Your Committee has held several meetings and has discussed the principles involved at considerable length. The Committee has decided to limit its recommendations to the principles involved, as the question of rates is one of considerable detail and complexity, and the Committee has not the power to cite before it interested persons for the purpose of securing necessary information The Committee believes that the question as to rates can be much more satisfactorily determined by the Board of Rate Regulation after conferences with the interested

Your Committee believes that the regulation of rates to be charged for the transportation of passengers and freight between inter-island ports is desirable, and that it is necessary, under the existing law, to fix and publish such rates. Act No. 98 prohibits any discrimination in the matter of rates. If no rates are fixed and published any shipper might be charged any rate, and the rate charged might be changed at any time so as to discriminate against particular shippers. In the past your Committee find that this disorimination has been practised to a marked degree not only in the giving of preferential rates but in the paying of rebotes. Discrimination has also existed in the measurement or weighing of cargo as received on board, so as to show on the Bill of Luding and manifest a lesser measurement than actually shipped. This is an evil which the shipowners seem afraid or unwilling to stop. That it results in great discrimination is generally recog ized. An example of this was recently noticed in the case of a boat having space for about 1,750 tons of cargo leaving Manila loaded to the extreme limit and yet collecting freight on but about 800 tons. A rigid enforcement of the law in this respect would work great advantages, not only to the merchant by preventing discriminations, but also to the shipowners. By collecting the full amount of freight to which shipowners are entitled we believe it would soon be possible materially to reduce rates, and to a point which would make them reasonable as communed with freight rates in other parts of the world. The service rendered in and Davao and between New York and Manila is not to be compared, as the former voyage of 820 miles, allowing for all stops and the deviations regularly made, consumes but ten days, while the latter of about 12,000 miles consumes from fifty to sixte days. Still the cost of transporting a ton of general cargo from Manila to Davao is P18 00 while from New York to Manila! it is but from P16.00 to 120.00. We believe to lower the rates the that all merchants will agree that shipowners are outitled to a good return ou their investment, but when such examples as this are noted, the need for Government regulation with a view to

in the service. The shipowners contend that there is no more need for regulation of their business than for the business of the general merchant, owners are engaged in business as common carriers, and, as such, from the time of the stare couch and the sailing vessel to the present they have been Kubject to Govern. ment control and regulation to an extent seldom made necessary in the case of the ordinary merchant. Examples of this are found in the peculiar liability of a common carrier in the transportation of goods and to the necessity of taking without discrimination all passengers. The pedestal will be of red sadstone matching and-cargo that may be offered. Those who operate public utilities are entitled to a reasonable return on their investment, but, on the other hand, they are bound to consider the good of the

the regulation of common carriers have now been

so well established by the force of public opinion and by law as at this time to be hardly open for

fixing of rates will prevent competition, and that unrestricted competition is better for all concerned. As we read Order No. 15, we can find no prohibition or restriction of competition in the matter of rates, as rates may at any time, with the approval of the Board of Rate Regulation, be lowered or raised. One steamship line. may, with the approval of the Board of Rate Regulation, make rates lower than those then published, and the rates so made by one line tricts north of the Great Wall, all exports of would not be applicable to any other line unless ! adopted by such line.

attempt to fix rates, with the result that many such rates have varied greatly. We, therefore consider it desirable, and necessary under the law, that rates be fixed for the transportation of passengers and cargo between inter-island ports, Tientsin-Pukow Railway,-Prouress was and that such rates be published and be not sub- made with the northern section of this the discriminations which have prevailed in the past and to determine whether the Peking-Mukden line for cargo to be lo ded and owners or operators of steamship lines charge discharged for the foreign concessions at the to themselves for the transportation of pas- Settlements station of that line, situated in the

the merchants of these Islands if Act No. 98 be the question alluded to in the last report for rigidly enforced and that the Board of Rate providing facilities for the concessions. Trains Regulation should either through the powers are now running on this line to Chinan Fu, the which they now have or through the services of capital of Shanting, the transit of the Yellow the Bureau of Internal Revenue, by examinat River is being effected, pending the construction of the books of the shipowners verify the tion of a bridge, by ferry boat towed by a steam fact that no discriminations are made. We launch. The distance from Tientsin to Clipanfeel certain that the fixing of rates and Fu is about 220 miles, and the time of transitthe prevention of discrimination in the 12 hours. transportation of passengers and freight will be a great advantage, not only to the mer- building entirely under Chinese auspices, is a chants but to the shipowners. The giving of continuation of the K'ai feng to Honan-fu line city. unfair advantige to certain shippers is not only to the west, to the great bend of the Yellow prejudicial-to-the interests of the public, but River, to be eventually carried on to Si An-for,

also to the shipowners. An examination of Order No. 15 shows that he great difficulty in raising the necessary the Board of Rate Regulation has attempted to capital, and progress in construction is slow. equalize rates. As compared with the rate It was reported to be laid as far as Tieb men, charged in the past, those fixed in Order No. 15 40 miles west of Honan-fu, some time last year, are found in some cases to be lower and in and was expected to reach Shen Chou, some 90 others higher. No attempt has apparently miles west of Honen fu, in March, 1911. been made generally to reduce rates. In Klgon to Kuci had Ch'eng Line.—Surveys Order No. 15 many of the rates fixed would have been made of this extension, and some miles undoubtedly be found in practice to be either of construction track have been laid. The line too high or too low, but this would apply to is open to traffic as far a. Chai Kou-pu, in the any rates that might be fixed. The Board of Rate Regulation has the power, however, to The first stage of 60 miles is expected to be laid adjust any inconsistencies that may develop. The Shipowers' Association has submitted an end of the year 1911, and the third stage to Kuei outline of an alternative system of rates. As hua Ch'eng in four years. Consul General stated above, we believe that the system to be Fulford. followed and the matter of rates can be better worked out before the Board of Rate Regulation. An examination of the rates proposed by the Shipowners' Association shows, however, that on products handled by the companies operating inter-island steamers, the rates proposed are generally lower than those fixed by Order No. 15 while on general cargo, such as piece goods, provisions and iron and steel, the rates proposed by the shipowners are materially higher than not only the rates now

charged, but also than those fixed by Order No. Your Committee agrees with the contention. of the Shipewners' Association that Bills of Lading should be printed in English and Spanish, and that the description of merchandisa therein may be in either of those languages. We do not believe that the time is yet ripe for the use of English only, particularly in the Provinces, where, in many cases, neither the

shipper nor the agent understands English. We regret to report that on the part of shippers, there seems to be a considerable indifference as to rates charged or as to the principles involved. This is perhaps but natural, as the questions involved are of considerable complexity, and the shippers in Manila of general cargo are not the people who pay the freight, which is paid by the people of whom the goods

Your Committee therefore recommends that this Association do not endorse the protest of the Shipowners' Association but give its endorsement to the principles of rate regulation as set forth in Order No. 15 of the Board of Rate Regulation, and that the actual rates to be fixed and published be left to the determination of the Hourd of Rate Regulation after conference with those

P. Runcker H. B. Pond H. M. PITT W. PARSONS PAUL NAGEL

Committee. .The report was signed by all the members of. that, inasmuch as be did agree with the contents of the report, did not sign same. Being asked to engaged in inter-island shipping-were compelled transporting cargo between, for example, Manila days and that in such cases it was advantage to the boats to be able to work of construction. - Consul H. King: look around for cargo even at reduced charges in order not to be compelled to travel short loaded. Often cargo that would not be shipped for some time would be available for immediate shipping at slightly reduced rates. In such instances there would be no time to go to the board of rate regulation and obtain permission

For this and other reasons Mr. Hubo wes unwilling to sign the report as presented. the discussion that followed it appeared that a number of those present did not consider them. stopping abuses such as have prevailed in the selves sufficiently informed on the subject under past cannot but be recognised, and we believe discussion to vote upon it intelligently. It was, that the elimination of those abuses by Govern therefore, resolved to lay the matter on the ment regulation will lead to a reduction in the table until such time as it should be gone into present exerbitant rates, and to improvements | further in a public way.

ALL-INDIA MEMORIAL EDWARD.

EQUESTRIAN STATUE AT DELHI.

The All-India - Memorial to King-Edward will take the form of a colossal bronze equestrian statue, which will be erected between the Jama Masjid and the Alexandra Gale of Delli Fort, the walls of the fort.

Sir Thomas Brock will be unable to complete the statue in time to permit of its unveiling at the Durbar, but the King-Emperor public which they serve. The principles governing | will place a bronze tablet on the pedestal. The ceremony is certain to be an impressive one.

RAILWAYS IN CHINA

The Shipowhers' Association claims that the PROGRESS AS SHOWN IN RECEN CONSULAR REPORTS.

Imperial Railway of North China.-The report of the rullway for the year 1910 shows a reduction in carnings due to causes beyond the control of the railway authorities. Owing to a shortage of food supplies in disgrain from this zone were prohibited. Towards the end of the year the restriction was with As above pointed out, up to the present time, drawn. The earnings of the district inside the except on Government boats, there has been no Wall also suffered through a large reduction in the tenuage of tribute rice sent by provinces shippers have not known the rates of freight in South China to Peking. The earnings of which they would be called upon to pay, and the year were £9:0,678, and the working exрепьез £289.515. The sum of £339.01 was paid out of the profits to the Chinese Govern-

ject to change except with the approval of the line during the year. The northern ter-Board of Rate Regulation, and that they minus was made alongside the city station of then be duly published. Only by so the Peking-Mukden line, an iron bridge over doing will it be possible to prevent the Peiho (river) to the town having been comploted. Arrangements were made with the sengers or freight the same rates as are charged Russian concession and in close proximity to the other concessions. The Chinese Govern. We believe it would be a great advantage to ment considers that this selves satisfactorily

o an fu to "ung "unn Railway.-This line, the capital of Shensi province There is said to

Yang River Valley, about 30 miles from Kalgan by the end of May, 1911, 60 miles more by the

Chefoo to Huang-haie .- The scheme for a railway from Chefoe to Huang-hsien and beyoud, which seemed to promise very soon to become an actual and successful reality, has unfortunately been abandoned for the present. In spile of the support and active efforts of the Governor of the province and of the Chefoo Tantai, it has proved impossible to raise the necessary funds. Finally, at a meet ing in September of the native Chamber of Commerce, it was unanimously resolved to send a memorandum to the Governor declaring the inability of the Chefco merchants to finance the proposed railway. The scheme, therefore, is at present abandened, or at least left in abeyance. - Acting-Consul L. R. Barr.

KIUKIANG.

with Nanchang, the provincial capital, it is very | weight of the mail for a distance of tan miles. At the close of substitutes, the first two were 27 lbs. heavier; the it should be observed that a station has been touched packets the wax had been poured on the constructed at Kinking on the west side of the cover in liquid from any the seal applied, where-Lung Kai Creek, and that bunding and filling- as it had been dropped from the stick on in operations on an extensive scale are being to the other two. Search was made throughout actively carried on in the vicinity of the station, Khabarovsk, but no such material as that used between the railway and the Yangtsze There in the forged packets could be found. are two train-daily each way between Kinking On i quiry of the officials of the Khabarovsk and Ma Hui Ling, a distance of about 25 miles, office who took p rt in the receipt of the bag The total distance from Kiukiang to Nauchang, from the station from the mail guard, its openis about 87 miles. The two large bridges ing at the offices, storing in the strong-room, at To An and Chien Chang are not yet, and delivery to the bank official it was accerfinished, whilst the large bridge at Sai Hu, tained that the robbery was not committed at through faulty construction and lack of know. Khabarovsk ; this is shown by the circumstance ledge on the part of the Japanese so-called that the forged packets smell of leather, which engineers employed on the line, broke down prove that they lay in the mail bag for a considerafter completion. Lam informed that it is now; able time, When the bag was opened at Khabasufficiently repair d to allow of trains crossing rovek, the seal and stamp of the forwarding the committee except Mr. Paul Hube, who it very slowly. The core at present in use con- office were not preserved, and it is therefore sist of three covered freight cars with eight impossible to judge where the theft was comwheels (two four-wheeled begies), a capacity of mitted, after dispatch from Irkutek or from 60,000 lbs, and a weight of 28,400 lbs.; and ten | Manchuria. In order to carry out the crime so state his reasons Mr. Hube said that he thought open freight trucks with eight wheels (two four- neatly the criminals must have had the seal of that the protest of the shipowners' association | wheeled bogies), a capacity of 60,000 lbs., and | the office whence the bag disputched, the stampagainst the establishment of a published schedule in weight of 22,5 0 lbs. Passengers are carried ingeren of the same office for the affixing of of rates and regulations should be sustained, in second and third-class luggage vans, the the stamp and seal of the Imperial Bank, and a inasmuch as it was necessary under the peculiar second-class wans having wooden seats. The considerable time for the carrying-out of this conditions existing here that the shipowners be gauge of the line is the standard gauge of 4 ft. operation. If this was done in the car there free to make such rates as the conditions of the . 82 in. The line when completed will undoubtedly traffic demanded. He said that frequently boats ' prove a valuable factor in the expansion of the trade of the port, and it is to be hoped that in to leave port with short cargo or to wait many ! the near future more vigour, as well as better knowledge and skill, will be displayed in the

Yunnan and Central I hina .- At the present time the province of Knangsi has not a yard of inventor of the typewriter which bears to a name, railway. The most important Chinese scheme, left New York for Europe on July 23rd in his is to build one which will start from some point | specially designed gasolene'y that Lounger II. in Hunan on the Yuet Han line when it is con- Mr. Hummond, who is reventy-three years of March 7 an interview with him appeared in the structed, possibly Heng Chou in Hunan, to age, bas resolved never to live on shore again, but | New York Herald. He said that although be Kueilin and then vid the valleys of the inchow and Ch'ien Chiang Rivers to Nanning and on to Yunnan. The object is to place Yunnan and the Tong-King frontier in strati gie communicawith Contral China. The approximate distances are :- Henrehon to Kucilin 285 miles... Kueilin to Linchow 105 miles, and Linchow to | century sea boat." Nanuing 180 miles.

Chinese scheme is to build a line along the West River to Nanning by continuing the existing Canton-Samskui line to Fengeh'uan, on the Kuangtung Kuangsi border, 105 miles. thence on to Wnchow, 15 miles, Hauschou, 105 miles, and Nanain , 2.0 miles. As the proposed railway will be slong the banks of the river, it will be of strategic rather than com- birds. . He is suffering from rhonmatism and taken place in 1650. mercial value.

build a line between Kueilin and Wuchow. Mengehiang and Upper Fu Ho.

PARHOI RAILWAY,

A fourth scheme which, to the best of my knowledge, has no official support, is a railway. from Pakhoi to the upper waters of the Tso Chiang to Nam-heung or Nanning. It has been advocated at Pakhoi as a means of restoring the | successfully fought the suit.

prosperity of the port. It is said that oceangoing steamers can enter Pakhoi at all states of the tide. The natural outlet of the West River trade, however, appears to be down the river to Hongkong, and the volume of the trade of Nanning does not appear to be sufficiently great to necessitate an alternative route to the markets of the world.—Consul Ottowill.

Kowloon Railway the first section of the line at stage of Tibetan civilisation are likely to possess. the Canton end was opened on Dec. 5, 1910. The present or ex-Dalai Lama, as he is styled, from Conton to Hsion Ts'un, a distance of 29 is a man of more than ordinary ability who; at the miles. The whole of the British section up to | time when the British went to Lbasa, was practhe frontier at Samehun was opened on Oct. 1, tically the supreme executive as well as spiritual 1910, and it is confidently expected that through authority in Tibet. He fled before the British communication will be established before the advance and found a refuge in China where he autumn of 1911. Great difficulties have been was treated with the respect due to his sacred experienced by the engineers in dealing with the rank. In the mounth lo, the British in con-, eople of the country traversed, but, with ad. equa e military support from the local officials, the line would long since have been completed. No new section of the Conton-Hankow (Yust Han) Railway has been opened to traffic. A peche, or President of the Council, and trees. new managing director, Chan Tien Yu. bas now been appointed, and as he has made a con-

of China as a rai way ougineer, more progress should be made. The railway to Samshui via the large mart of Fatshan, has, since it pass d under the sole control of Chinese, shown rapid deterioration. the most important repairs bei genegleetid. will soon be necessary to relay the whole of this line unless operactic measures are at once taken | with promise of Chinese support. The result sums abounted to the m intenance account.

siderable reputation for himself in the North

Yust Han and Canton-Kowloon railways, which | except that now there was a Chinese officer at would pass through the northern and eastern | his elbow whispering and suggesting. The suburbs. The route has been surveyed, and sugrestions-included the posting of Chinese would present no ongine ring difficulties. There officials to the districts and a large is little doubt that this short line of some three | increase in the Chinese garrison. Finally the or four miles would soon be a money-making | Chinese Government created the post of Imconcern. Its success might induce the authorities to preceed with the temporarily shelved scheme of leveling the city walls and introducing an electric tramway service gurdling the

-unning Railway. The extension of this small There can be little doubt that the Armies line to the treat; port of Kongmoon on the on the Frontiers of Tibet were created not so West River is preceding apace, and the erec. much for the purpose of taming the Loies and tion of the Kongmoon terminus has alleady other savage frontier tribes as of subjugating commenced. The extension should be open for he Tibetans; for, when Chao Ehr Fong traffic during the year 1911. The line serves began his wonderful murch from Sechuan and a purely agricultural country, and cannot look along the southern frontier of Tibet, after forward to any great goods traffic. On the other | 'two years of hard fighting he suddenly moved hand, the district, which is the home of the his army northward and maroled on Lhasa, majority of the Chinese emigrants to the Paci- The Tibetans say that although they offered no fic o ast of North America, is densely populated. and the passenger traffic in all probability will suffice to make the line remunerative.

RAILWAY ROBBERY IN SIBERIA.

A DARING COUP.

which Russia is famous is reported by Siberian Dalai Lama, but the Tashi Lama has never had exchanges, the sum of 200 000 roubles having any real executive authority, his functions being been ingeniously abstracted from a mail-van. of a purely spiritual kind, and the Chinese can somewhere between Irkutsk and Khabarovsk very well afford to leave this ambible boy early in July. The robbery was discovered at lalone, "the Chinese have now allowed it to Kahabarovsk. According to a translation by be known that they intend to allow the office the Japan Chroricle, it seems that the St. of Dalai La a to lapse. They are not eppoint-Petersburg post-office received from the Rus- ing any one in the place of the Lama who sian Imperial Bank five packets containing fied. It is to be noted that the wishes of the 500,000 roubles on June 20th (July 3rd new Tibetans have not been consulted. Tibet has style) a d placed them in the mail van on the been a Chinese Province in fact for over a nd. At Irkutsk the mail bag containing year: I now becomes one in name also, and these packets was opened and the contents veri- it is highly probable that presently a gazette field. Nothing suspicious was discovered, where | notification will issue at Pekin announcing upon the packet were placed in another bag and | that the title of the Amban or Resident at sent on At the Manchurin Station the same operation was carried out at the post-office, and Tibet. Who would have believed at the time similarly nothing suspicious was discovered, when Lord Curzon launched his expedition to Kiukiang to Nanchang.—Though work was whereupon the packets were dispatched in the Lhasa that seven you's afterwards Tibet would done during the year 1910 on the Nan-Haun same bag further and arrived at Khabarovak become a Province of China?-The Englishman Railway, the line which is to connect Kinkiang in this way. It seems, however, that the Calcutta). disappointing to have to record the fact that the from the station was not tested in the progress made in actual construction was incon- post-office, though the law requires this to be siderable. At the close of 1909 the total length of | done; afterwards on weighing the two untouchtrack constructed was 32 miles, therails being laid ed packets and two which later were seen to be 1910 the length of track levelled and finished covers of the same were of different material was about 37 miles, the rails being in position; and the seal of the Imperial Bank was made of for a distance of 25 miles. On the other hand, different wax, while in the case of the three un-

must have been more than one man involved.

TWENTY-SEVEN YEAR COUISE.

MILLIONAIRE'S STRANGE VOYAGE. J.

. Mr. James B. Hammond, the millionaire to make the sea his home for the rest of his life, | greatly admired the "Mill" he could not help crui e," he said before leaving New York. " I expect to live to be a hundred. I shall then I to its entrance into the Orleans Gallery, lacking refire, and present the yacht to the American

Government as a perfect model of a twentieth Samshui-Wuchew-Nan-ing .- The second includes many novel features, including a garage which will accommodate a large mot r-car. The vacht is ninety-five feet long,

engine and said power. um of goldfish, a prize fox-terrier, a bull-terrier | his etchines were familiar to students | He was with a litter of six rups, and several capary born in 1589, and his death is recorded as having cannot walk unassisted. He is attended by a is evident in the works of Renbrands, who Kucilin-Wuchow.—The third acheme is to masseur, a nurse, a secretary, and a chauffeur. The route mentioned is along the valleys of the Finland, and the skipper's wife is cook, while his cousin is the wireless operator, and his "A Flight into Egypt." A number of paintings brother-in-law is boatswein The yacht is that once bor he name of Rembrandt have been equipped with hot and cold air plants; to preserve proved to be by Sighers. The "Storm," in the an even temperature in all climates.

A few years avo an attempt was made to have managing his own affairs, but the millionaire THE FATE OF TIBET

The series of attacks which China has made upon the independence of Tibet ever since the British expedition to Lhasa has now culminated in an attempt; which will probably prove quite successful, to abolish the office of Dalai Lama. The Dalai Lama is prophet, priest and king to the Tibetans and round his office centres such Various Railway Projects .- On the Canton - tradition and loyalty as people in the present sultation with the Chinese Resident at Llusa, formed a provisional Government of Tibeta s to govern the country. The executive authority was given to an officer, known as the To Rimwere associated with bim five other Tileton; the whole forming a kind of Cabinetor Ministry This done the British withdrew from Lhasa, withdrawing two years ater also from he Chumbi Valley which they hold as hostage for the indemnity. As soon as it became quite certain that the British would not interfere, China began to lay her plans for turning Tibet into a Chinese Province. To begin with the fugitive Dalai Lam , was sent back to Lhase, to bring it into a state of officience, and adequate - was the breaking up of the Government established by the British and a return to the older It is proposed to build a line connecting the days when the Dalai Lama did as he liked, perial High Commissioner Commanding the Chinese Armies on the Frontiers of Tibet. The post was given to one of the most able men in China, Chao Ehr Feng, the brother of the

opposition to this advance on their sacred city, the Chinese troops behaved asif they were enter. ing a country with which they were at war, killing people and pillaging monasteries. So great was the terror excited by the approach of Chao Ehr Fong's army that the Dalai Lama abandoned his office and fled. This suited the Chinese, for it left Tibet without a Governor. It is true that there is the Tast i Lama, at Shigatse, who Another of those mysterious robberies for is the most sacred person in Tibet after the Lhasa has been changed to that of Viceroy of

Vicercy of Sechuan.

NAVAL APPOINTMENTS TO THE CHINA STATION.

Rev. H. Q. Lloyd, as Chaplain, and Lieut. A. Li. O'Brien have been appointed to the Crescent, for voyage out, and to the Flora on recommissioning

Commander G. V. W. Carey has been posted to the Tamar, receiving ship at Mongkong. Commander Carey was appointed a cadet in 1890. was promoted lieutement in 1897, and commander two years ago. For the past two years he has been second in command of the cruiser Venue of the Atlantic Fleet.

Lieut N. M. C. Thorstan has been appointed first and gunnery officer of the cruiser Astrea, China Squadron, to fill a vacancy. Lieut. Thurston, who was latterly in command of the destroyer Arab, Home Fleet, is no stranger to the China Station, as he served there as middy of the cruiser Endymion, and took part in the Internatio al Expedition of 1900 for the relief of the Peking Legations under the command of Sir Edward H. Seymour. For his services in the march to Peking and the operations round Tientsin he was mentioned in despatches and received the China medal with class,

THE MILL" REPORTED SPURIOUS

A remarkable report from America is printed in the London Morning Post concerning Rembrandl's " Mill," which recently passed from Lord - Lausdowne's collection to a wealthy American for a sum well over £100,000. It is stated that when the thick coat of opeque -varnish which covered the picture was re-

moved the signature of Hercules Se hers or Segers was revealed, so clear that it shows distinelly in a photograph that was taken. There are a number of eminent authorities who will not be surprised

at the news (adds the Morving Post)

Among them is Dr. Hotstede de Groot.

"I am departing on a twenty-seven year thinking that £100,000 was too high a price to pay for a picture, possessing no pedigree prior the master's signature, and covered with a thick coating of yellow varnish, which was likely to render examination a matter The yacht is a marvel of luxury, and of difficulty. In conclusion, Dr., do Groot stated that no studies or engravings by Rombrandt of this particular scene were in existence. The name of begbers will be new to many and has a maximum speed of fifteen knots, with people. Before the, investigations into Dutch art made by Dr. Bode and Dr. de Groot, his Mr. Hammend has gone to see with an aquari. paintings were almost unknown, though some of ewhers' influence his pictures, and owned several of The skipper of the yacht is a native of copperplate of his "Tobins and the Angel, which he worked on transforming it to Uffizi in Florence was for long attributed to Rembrandt. But Dr. Bode, after comparing it the courts declare Mr. Hummond incapable of with some of Seghers' etchings, now gives it to the latter, and this restitution is accepted by the officials of the Uffizi.

INTIMATIONS

Cried for 18 Months, Day and Night, Scab Formed from Head to Foot. Was Told Only Time Would Cure It. Tried Cuticura Soap and Ointment.

First Application Eased Itching. Kept On. All Scabs Cleared. Now Bonny Boy, Spotlessly Clean.



full of watery stuff and itched. The result was that they broke and formed a scab which was over his body from head to foot, so that It became unboarable for him. Ho cried for about eighteen mentla day and night. I tried two-or-three doctors, but they did him no good, only that they make him sleep, and that was only for a short time as the effect of them was soon over. They could not make

out what was the reason of the serve that covered all of the child.

Nothing would cure it, only time, they said,

but I was not satisfied, so I tried the Cutleura

Boup and Olntment. I had two tablets of Boap and two boxes of Olntmenter the first application eased the first in hing so I kept on until I used the two tablets and the boxes. and all the scabs got clenred, and now he is of anything on his skin. Before applying the Cutieura Homedies, he was all covered with seebs and gone, only skin and bones, so I must thank the wonderful Cutieura Remedies.

They saved the child's life." (Signed) Mrs.

D. Thomas, tyy Counge, Zoar Road, Ystaly-iera, Swansea, South Wales, Mar. 3, 1010. Cuticura Remedies are sold throughout or the world, with depots in all world centers. No other treatment for the skin and scalp so pure, economical and speedily effective. to

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THE NEW SITUATION IN THE FAR EAST.

We reproduced from the Pall Mall Gazette recently no interesting ar icle under this caption, and those who read it will perhaps be interested in the following letter :-Sir.-I should wish, with your permission, to

record the extreme appreciation with which I have read "The New Situation in the Far East" in your issue of this evening. It is not difficult for any man who wields the pen of a ready writer to chronicle facts; it is quite another matter to draw from them deductions which bear the stamp of reality. It is in his grip of a tangled oversea problem as a whole that "T. B. M." has demonstrated his great

We, who as far as opportunity presents itself to us, study the "Welt-Politik" have long known that, among those best qualified to judge, the Japanese Alliance has not been popular this for a number of reasons that it is as well not to set forth in the Press. Also that, owing to the loose jointed manner in which the "United" States are hung together, real anxiety has for a long time prevailed in that country owing to the treatment received by the Japanese in the Western States. This has been voiced in no uncertain manner by Homer Lea in his "Valor of Ignorance," which is nothing but a clear warning to his countrymen of what might happen if ? Your correspon dent brings out very neatly the effect of this fatuous stroke of policy on the part of England, It is on her part cheap and nasty-like all Radical logislation; for the sake of a present gain the future is allowed to take care of itself. Well may the astute Mr Taft rub his hands, and-as fair i fair-well may the Japanese, as a nation distinct from the Government thereof.

describe us as "on unreliable ally." There is for England in this preposterous arrangement a present gain; there is for the Japanese so little as to be almost nothing; as, after the experience of Russia, what European Power is going to fight with her in her own waters : but, as your correspondent so ably and so clearly displays, Mr. Teft scores all along the line. That this should be so is lamentable, but it is well that we should not only "know where we are, but also "where we are likely to be " owing to this unstatesmanlike policy of drift. Yours,

A STUDENT OF FOREIGN POLITICS July 21.

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is a healthy habit, for either personal use or household purposes—and it is not expensive. Local Dealers sell it. Makers - F. C. CALVERT & CO., Manchester, England.

is one of the many casual every day injunctions wherein lurks much unneticed wisdom. The man who looks alive is always and everywhere successful. In -business it is the "live" man who gets to the top : in society it is the active, gracious, agreeable person who is most run after: In the domestic circle it is the cheerful member who most completely wins and holds our affection. Therefore fook alive! If you are suffering from anything which robs you of your healthy alertness attend to the trouble at once and don't rest until a cure is effected. Hyou suspect that dyspepsia or any disordered state of the stomach, liver, or bowels, is sapping your vitality, it is certain that without delay, you should

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NEWS OF THE FAR EAST

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of the World,

PROGRESS OF THE COMPANY'S ESTATES.

The ordinary general-meeting of the Straits Settlements (Bertam) Rubber Co, was held on July 21, at Winel ester House, Sir West Ridgeway (chairman), presiding. The Chairman mored the adoption of the report and, in the course of his remarks, said :-

The operations of the company for the year have resulted in a substantial profit, and while the gress income is considerably larger than last year, the net balance on profit and loss account is rather smaller, owing to the increased cost of labour which we experienced, in common with practically all other rubber estates, and also owing to our having charged to profit and loss account the considerable expenditure on cocount cultivation. Bearing this in mind, and also that the price of rubber has fallen very largely during the period, the result must be considered satisfactory.

With regard to the estate generally, you will see from the directors report that of our total area of 12,961 acros there are 3,312 acros under rubber, upon which are planted approximately 486,000 trees, an increase of 332 acres and 47,000 trees. Our programme for the year was to have planted up 500 acres. This was found to be impossible within the period to March 31 owing to the drought in the early part of the year. The full 500 acres were, however, planted up in the first month of the present financi l year. The manager's estimate for the production of rubber during the year was 150,000 lbs. We are some 6,000 lbs short of this figure, which, I think, is due to the drought, and also to an out. break of small-pox. The whole of this production of rubber was obtained from under for these whom they represent at Lloyd's, 56,000 trees, a considerable number of which that in all contracts of insurance, whether were only brought into tapping during the on stamp or on slip, which contain the 15 last few months of the year. As regards days F.C. and S Notice Clause, that such Clause the number of additional trees which will shall become operative on August 9, namely, 15 come into tapping during the present year. we think we may safely estimate that 15,000 additional trees will be in tapping from now coward to December, and a further 15.000 during the first three months of next. year. The question of bringing the young trees into tapping is, of course, a matter that we must leave very largely to the discretion of the manager on the spot, and the matter of un ample supply of tappers to deal with the new trees is having our earnest attention. -Generally, on the question of labour. I think we need have no particular anxiety, as the estate is exceedingly popular with the coolies, and it is our experience that those that leave in most cases return to the estate, largely owing to its reputation for being healthy and having a good

THE COCONUTS. From the information that is available crop of nuts amounted to something like half a war. million per annum. For two or three years, ing years this should be very largely ex- their contracts.

supply of water.

ceeded, while our risiting agent informs us that, by continuing the cultivation, he estimates that the yield of nuts should be increased to about 250 000 during the present financial year, increasing largely for the next few years until the crop should be in excess of 1,000,000 nuts per annum, which would make the reason was the incressed interest slown very substantial increase to our profits. With regard to tapioca cultivation, in the

past our accounts have shown a comparatively small profit from tapices. On the other hand some of the advances to squatters must be regarded, at least for the time being, as irrecoverable. Our object in undertating tapiocacultivation was to bring additional areas under wise have been possible, and Mr. Turner, our | the present movement. advisory expert, esting tes that the saving on on the estate through adopting topicca cultivation has not been less 1 linn £10,000. Consequently, taking the whole of the circumst ness into consideration, we think with the tapioca cultivation as a portion of the develorment of the area under rubber, and wehave done this in the accounts that are before you with the entire approval of Mr. Turner and cur suditors. At the same time you must remember that given good prices for tapioca, there. is a good chance of a profit being made from that product quite apart from the advantages to which I have referred, and naturally any profits made in that way would go in reduction of the cost of develorment of the estate.

PRODUCTION AND PROFIT. At the present moment we have not decidestimates an output of 200,000 lbs. A con- bein engaged in wer the rick of capture of delivered under our forward contract in respect | the Declaration, and that they will have to conof rubber at 11s per lb. during the remainder | prepared to grant protection. there is every indication of a subst ntial inorease in the divident next year. There is one difficulty which confronts the heard; it "l'emburras de richesses," or, in other words, the magnitude of our property, which has an area o about 13,000 acres, the larger port of which is good rubber land Al endy the h nds of our man ger are full, and much of the time which ought to be devoted to robber planting and superintendence has to be given to cocount cultivation, collection of rents, etc. It is not possible to extend our rubber cultivation to a large degree without appointing a second monager, and, as you can realise, division of administration leads to complications. We therefore, have considered the desirability of disposing of our cocount plantations, some of the reserve land, and a portion of our planted rubber to a subsidiary company on teres which would be advantaged us to this company, and ot the same time place the subsidiary company in the possession of a rapidly improving property

to have our attention. The Chairmannin reply to questions, said he believed that nearly the whole of the 112,000 trees referred to were planted at the end of 1906, and it must be remembered that in the accounts submitted they were dealing with the financial year and not the

calendar year. Sir William E. Ward seconded the motion, which was adopted and a resolution was afterwards passed confirming the payment of the in-terim dividend and declaring a dividend at the rate of 20 per cent, per annum for the last six months of the financial year.

UNDERWRITERS AND THE RISKS OF WAR.

IMPORTANT NOTICE OF EXCLUSION.

A significant notice, signed by the representa-tives of all the leading syndicates, was published at Lloyd's last month to the effect that after 15 days underwriters will not hold themselves liab'e for the risks of war. The statement was made in the following form :-

Lloyd's, July 24th. LLOYD'S UNDERWRITIRS' ASSOCIATION F. C. and S. Clause 15 Days' Notice.

Notice is hereby given by the undersigned underwriters and for those for whom they act. and by the undersigned underwriting agents llays from to-day.

Properly to realize the meaning of this annonncement it is necessary to understand the usual attitude of underwriters towards the risk of war. In policies insuring the vessels for a voyege or round trip the war risk has been incuded, because it has been assumed that underwriters could estimate the chance of war breaking out during the comparatively thort time that the vessel was at sea. The vast majority of framp steamers, which are sent any, where for freight at the will of their owners, are insured for 12 months, and in their case, since it is presumed to be impossible to estimate what the political situation will be a few months hence, the war risk is expressly excluded. This is done by the insertion of the F.C. and S. clause which, varying slightly, may reid as

Warranted free of capture, seizure, and detention, and the consequences thereof or any it would appear that the eccount planta. attempt thereat, pinacy except d, and also from tion is about 15 years old, and for some all consequences of hostilities or warlike operatime before we acquired the estate the tions whether before or after declaration of

Cargo, by which of course is meant all the however, before the estate was taken over by items which go to make up the country's this company, the cocenut plantat on had been | foreign and constwise trade, is insured for the badly neglected, with the result that the crops | sake of simplicity on open covers, and the condecreased very seriously, the crop for 1905 being | tracts covering the shipments usually exclude as low as 90,000 nuts. The result of the work | the risk of war or else grant such protection | done on the area is, shown by the fact that for subject to its cessation after 15 days' notice. the year under review the crop was increased to Such notice has now been given. The marine 174,000 nuts. A further increase may be ex- insurance companies are scarcely affected, bepected during the current year, and in follow- | cause they usually exclude the rick of war on |

BEASONS FOR WITHDRAWAL.

Probably instinct of almost every one who only heard that Lloyd's underwriters had given the 15 days' notice would be to assume that lately by Germany in the Continent of Africa. That interest and the discussion aroused by it in Europe was perhaps the last s raw. but it did not represent the whole burden of which underwriters decided to relieve them. selves for fear that some time it would break their lacks. At least three other reasons sug. gest themselves, and it would not be surprising rubber at a lower capital cost than would other. I if each of them had influenced the inspirers of

(i.) Underwriters may and do become expert capital cost on the immature inhibir in judging the risks of navigation on special routes, the fitness of vessels for particular trades, even the good faith of owners, and numbers of other risks, but the better they become at their own work, the less equipped are that the only proper course to pursue is to deal | they to analyse the foreign p litical situation and to estimate the date of the next trouble in the Balkans Only sesterday a leading underwriter was asked to quote a rate to cover the risk of war breaking out letween this country and Germany, on the understanding that a considerable amount of business could be placed at a figure. He queted 3 per cent, for three months, but that rate represented the estimate of a throwd man trained to take risks, rather then the carefully laid odds of a diplomatist with all the inside knowledge of a Foreign

(ii.) In many influential quarters the opinion is expressed that the withholding by undered upon a definite programme of extension of writers of free wer insurance is the natural rubber cultivation during the present financial | cerollary of the approval given by the Governyear, as on the advice of our visiting agent the ment to the Dectaration of Loudon. As has labour force not engaged in tapping will be for | already been pointed out in these columns, the some time concentrated on cleaning up some | majority of London underwriters, view with portions of the estate which require it. With | grave misgiving certain features in the Declararepard to our reduction for next year, you lion, which, of course, has not yet been ratified. will see from the report that the manager | They consider that in the event of this country's siderable portion of this production will be British the provision of of which we have still to deliver about 11 tons | sider very carefully the terms on which they are

to leave it to men of a sufficient daring temperament to attempt to estimate the ricks and fix the rates. The Times.

64:3636:4655 Canada Section 3 (1995) MARTIN'S **CAPIOL** ASTEEL A TRANSPILLS A french Parnedy formit irregularities. Thousands of Ladies always been a box of Martin's Pills in the house, so that on the first sign of any Irregularity of the System a timely does may be administered. Those who use them recommend them, hence their and mouse als. All Chemists and Brores self them throughout the World, or post free 5%. MARTIN, Chemist, Housthampton, Eng. **MARTIN'S** MPIOLASTEEL PILLS

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August 24th, 1911 The Prices are given in Dollar Cents. BUTCHER MEAT.

科利前居 Mer Lung Pà Yuk—Beet, sirloin and prime out lb. 20 海牛設 Ham Ngau Yok—Corned Beef .. 20 我本概 Shin Ngan Yok—Ronst Beef... , 20 株本 Ngau Nam-Breast of Beef ... , 16 角涡 Tong Yok-Beef for soup 26 孙冉午 Ngau Yok Pa— Beef Steak , 15 图集中 Ngau Yok Ch'ong-Sausages , 24 Ngau Ne-Bullock's Brains set

初牛 Ngau Lao - Beef Steak, Sirloin lb. 30 程件 Ngau Ie-Bullock's Tongue, 青年紀 Him Ngau Le- ... corned 配件 Ngau Tau - Bullock's Head... , 0 。 在本 Ngau Sam— ____ , Heart... lb. 12 K48 Ham Ngau Kin-Feet Hump,

m4 Ngau Kök-Bullock's Feet ... each 1 图 中 Ngau Ju-Bullock's Kidney ... 是中 Ngau Mei-Bullock's Tail 18 图 中 Ngau Kon-Hullock's Liver ... lb. 13 H + Ngau T'c-Hullock's Irine. undressed

初節6年 Ngau Teni T'au Kök—Calve's 香油单 Yong Pai Kwat-Mutton Chop 1b. 22 Yorg Pe-Leg of Mutton , 22 事单 Yong Shau—Mutton Shoulder 四本 Yong Fau-Sheep's Head&feet set 50 THE Yong Sam-Sheep's Heart cach 6 Mar Yong Iu-Sheep's Kidney ... each 9 野单 Ying Kon-Sheep's Liver ... ib. 24 曲射 Clu Kök-Pig's Feet each 12 La Chu No-l'ig Brains per set 24 新雅 Chu Tsàp—Pig's Fry 1b. 25 Chu lu-Pig's Kidneypair 9 告牌籍 Chu P'ái Kwat-Pork Chop ... 1b. 20 the Chi Sam-Pig's Heart 13 Fig Chu Kon-Fig's Liver , 80"

伊戴 Chu Tsai-Sucking Pigs (to 柚中生 Chang Ngau Yau—Beef Suet , 20 海华庄 Shang Yong Yau—Mutton Suet ME Ngau Lap Ch'ong-Beef Sausage ,, 20 和6年 Ngau Chai Yuk Cheng - Veal , , 20

FM Kai Tsai-Chicken 28 Sin Kai-Capons B# Pan Kau-Doves each t 水域會 Sang Sheng Shou Ap-

Wild Duck - pair 🛶 Ap-Pucks 18 Will Kui Tan-Hen's Eggsdoz 21 Kai-Fowl, Canton b. 34 數預器 Hoi Nam Kai—Fowls, Hainan , 27 😰 Ngba-Geese..... 22 编野海上 ShrogHoi Ya Ngon-Gueese,

Shanchaipa ir — Pak Koj. Pigeons | Canton each 30 Hoihow ... 24 Bill Suan Kai-Pheasant....... the Cha Hu-Partridgoeach 10 金花禾 Wo Fi Tabk—Rico Birds ... doz. — 蓝沙 Sa Te'ci—Snipeeach 22 企业人 Fo Kai Kung—Turkeys, Cock lb. 60 理算人 Fo Kai Mo-Turkeys, Hen ... , 42

日水流 Tam Shou Yu--Canton Freeh water Fish ..., 16 All Le Yo-Carpmann ... , 20 Mau Yt Cat Fish 18 At Man Yt-Codish Hai-Crals

图像数 Tit To Shá—Dog Fish " 9 Hoi Sin-Eels, Conger ,, 17 植水流 Tam Shūi Sin—Eels, Fresh **海线白** Pak Kap Yü—Gudgeon...... Herrings \$ 20

角花蓝 Wong Fà Yu-Labrus...... 20 Shi Yu-Mack rol ,, 21 At Mong Yu-Mong Fish , 28 數生 Shang Hr-Oysters " — # A Kai Kung Yu-Parrot Fish ... , 16 Pak Ch'ong—Pomfret, White: ,, 32 Hak Ch'ong- , Black ... , 21 多数語 Pi Pa Sa—Rey..... "

全种石 Sik Kan Kun, -Rock Fish ... , 16 Am Sa Yu-Shark 9 Q友風 Ma Yau Yu-Salmon, Canton ... 36 A Shang Yu-Salmon, Freeh Water .. -Hä-Shrimps 23 Tso Hau Yu-Turkot...... 24 Kök Ya-Turtles, small, fresh-

Pik Bit Yu-White Bait FRUITS. ● 平山金 Kam Shan Ping Ko-Apples, California ----- 20 電子算天 Tin T'sun Pin Ko-Apples, C'foo , 10

黑海 Hoi Tong—Apples, small, C'100 Fan Chi-Applez, Custard, A-8000..... ■中本日 Yat Pun Ping Ko—Apples, Jaranese.

電影響 Sharg Sheng Henng Teiu-Luanas, fragrant, Cantor ... ,, 機構也 cang Houng Tsiu—Bananas

Yeung 1 -warambola Fing Lut-Chestnuts, Chin 388 子空 Ye Tez-Coceanuts...... erch 10 子检查 P'6 Tai Tsz-Grapes... 1st ql. lb. 15 Ning Mong-Lemons, Chinese , 6 MEUG Kam San Lingmor-Lemon, 模型 Lai Chi-Lichees, Freslie

Lai Chi Kon-Lichees, Small Wing Mong-Lemons,-Saigon , 10 中央 LuiSung Mong-Mango, M'in each -李序中 On Nam Mong—Manco, Saigon ,, — 子作山Shan Chuk Tsz—Mangosteens

per dez 及政計 Yong Sai Kwä-Water Melon, American..... por lb. -BM Sai Kwa-Water Melons China ... Ra Heung Kwa - Musk Melon American,..... each — Passion Fruit, American ... 1b. -Re Pak Lam-Olives

Ch'ang-Cranges, Swoot EME Chin Chau Chang Orange, Swatow 權門總 O Mun Ch'ang—Oranges, Macoo ,, 精神動 Chu Fä Kat-精體 Tim-Kat-推荐 Fa Shang-Peanuts 10

10 F Shanghai Li-Pears American ... Sa Li—Pears Canton Wat Hung Li-Plums' Swatow..... Ma Sin T. i-Pears Cooking Canton-Hung Ta-! ersiminons large , 10 Pun Ti Po Lo -Pine-apple..... 量計場合 orange (Canton) lb. 6

東海區大 Papaw 1st qualityeach — 多语 Pineapple Cooking only ... 2nd. 雅大 Tai Tsiu-Plantains Amoy ... each -

輪灌牆 Chim Lo Luk Yau-Pumelo, Saira , 15 MAS San Hop To-Walnuts, Fresh lb 20 株盒 Hop To-Walnuts, Green Shanghai Lo Kwat VEGETABLES, &c. 竹港 Y海上 Shanghas Ya (hi Chuk-

Artichokse, Shanghai Loong Soo Ta'oi - Asparague... 16z -Thuk Shun-Bamboo Shoots ... lb. 5 Mr Nga Tsdi-Beans, Spront Min Tau Broad Pin Tou- , Freuch, S'hai # 5 門後 O Moen Bin Tau-Peans.

Macso (French) 暴免 Kan Sun—Cane...... af Tring Ke -Brinjale Green... 福元 Yuen Ke- , Red..... AB Pak Tuol-Brassica 本 Kai Ta'oi—Cabbage Chinese 桑芥港上 S'hai Kai Ts'oi—, Shanghai— ₩ Kam Shiin—Carrots

花类解大 Tai Ye Ts'oi Fa-, Large Size .. _ 花來傳中 Chung Yo Ts'oi Fa—Cauliflower 查序 Can Ts'oi—Celery, China lb. 本序 Yeung Can Is oi-Celery, Eng. Ba Fu Kwa-Bitter Squash 會雜記 Kon Lat Chiu-Chilies, Dried . . 15 **基稿** Tsing Lat Tsiu—Chilies, Green , 8 春花紅 Hung Fa Tsiu-Chilies, Rod ...

English Shuen Tau-Garlic..... Ex Lo Keung-Glager, ol 1 **基子** Tsz Keung-Ginger, young ... Ta'ing Tau-Green Peas..... 力程 Kan Lik-Horse Radish, S'hai , 12 光星 Sult Mai -- Sweet Corn...... piec 3 --

fresh.....

随意本格 Yat Pun Ts'ung Tan-Onione. Japanese Barb Ehanghai Toung Tau-Onions, Shanghai 蓝毛 Mo ka—Okross 遊賽章 Young Yuen Si-Parsley, Eng 子書船區 Foochow Shu Tsai —Potities

Shanel ai 伊書本日 Yat Pun Shu Tsai-Potatcies,

Japanese..... 伊書門稿 O Mun Shu Tsai-Potatos, Macao, 牙替胺 Fa Ke Shu Tsai--Potston. American Fan Shu-Potatoes, Sweet.....

蓝 基稅 Kon Ts'ung Tau-Shalots.....

新鄉 Lo Pak—Spinsch Chinese

ME Ma Tai -Water Chestnuts, 響馬林樹 Kwei Lam Wa Tai - Water Chestnuts, Mandaarin ... 本声 Sai Yuong Ta'oi - Water Cresses ,

The prices necessarily vary from day to day and the Sanitary Board has no power to compel W. BOWEN-ROWLANDS.

Small ... Mandarin ...

Man Hung Tau Ta'oi Sho Bestroot

在桑娜 Yo Ts'oi Fa-Cauliflower..... enor.--Med. Size

虚常 Ts'ing Kwa—Cucumbers 監督 Man Ka Li Ts'oi Liu—Cury Stuff,

秦生泽 Young Shang Te'oi-Lettuce... 1b, 1 Mush Melon.... 苗章生 Shang Tsó Ku-Mushro ms.

類差异 Young Ts'ang Tau-Onions, 畫生 Shang Ta'ung-Onions, Green ... 5

Foochow 上仔書 Shanghai Shu Tssi -- Potato

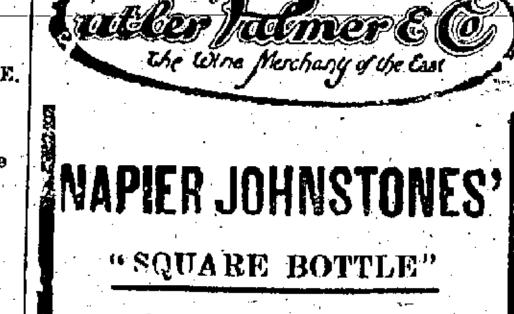
B4 Tung Kwa-Pumpkin..... 本件牌 Chu Tsai Ts'oi-Pursine 伊白夢紅 Hung Lo Pak Tsai—Badish ...

Yin Ts'oi -Spinach..... 董事 Ft Tau-Taros...... # Fan Ke-Tomatoes

整征 Lien Ngau-Lily Root Yeung Lo Pak-Turnips. Eng. ,, 2 Teit Kwa-Vegetable Marrow, ,, Common

. Tai Shū — Yams Sage, per bundle .. --

6 stallholders to sell at the price quoted. Secretary, Sanitary Board.



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SOLE AGENTS IN

Hongkong, China & Manilla A. S. WATSON & Co., LTD.

the acreage which might be disposed of in the

which in a few years would be a friendly rival of our own as a divider d-payer. We have ealready taken the preliminary steps, and selected

manner su, gested, and the matter will continue

of this year—that is, up to December next—and (iii.) The view is also held by thoughtful men this will, of course, largely affect our average | that if and when this country is engaged in price of rubber during our next financial maval war little will be heard of the preliminayear. I would point out that every ponny ries before an attack is mi de on British ships, added to the average price per pound re-ults | The conflict, they argue, will be sudden, sharp, in an increase of profit of £833 on our esti- and decisive, and before the 15 days'-grace has mated output of 200,000 lbs. of rubl er. If we slaps d great damage will have been done to the are able to keep our average sale price at the ships on either si e and the equivalent of many figure at which it appears in our present accounts, thousands of pounds sunk. Taking all these points into reckoning, it is scorcely surprising that ordinary underwriters should be glad to threw off the but den of free war insurance and

В	7
RUBBER SHARES.	SHANGHAL SHARE QUOTATONS.
SINGAPORE QUOTATIONS.	On 16TH AUGUST, 1911.
SINGALOM	
On 18TH AUGUST, 1911.	COMPANY. PAID UP QUOTATION
MESSRS. LYALL AND EVATT'S LIST.	Banks.— Hongkong & S'hai \$125 \$940, buyers Notional of China 26 \$80, sales
Nom. Value. Buyers. Sellers. 3s 3s6	Russo-Chinese R1871 Tls. —
2s Allagar Options 1s 1s7 2s Allagar Options 3s9 5s9	Insurance:— Union ociety C't m. \$100 \$825, buyers North-China 25 Tls, 1671, sollers
1 Anglo-Johoro 15s9 16s101 x div.	Yangteze Assoen \$60 \$215, buyers Canton \$60 \$210
1 Augus Kuning 1383 178 408 4786	Hongkong Fire \$50 \$335, buyers China Fire \$20 \$122, buyers
28 Batan Malaka 220s 2358 £1 Bata Caves 20s 270s	Shipping:— Indo-China { pref. } 25 Tls. 48, sales &b.
1 Bata Tiga 1 Beaufort Borneo 186 17.6 1 Bukit Kajang 186 308 3786	Shell Trans. Ord 2 21 22.50 Shell Trading prof 5 210 (211.0.0, nom.
1 Bukit Lintang 2.2 2.6	Lighter { ord } 150) Tis. 461, sellers
£1 Bukit Rajah 2s Bukit Selangor, 183 pd. 1s dis86 dis. 2s 10s pm	ation & Tow-Boat Docks & Wharves:—
- 1 Castlefield 105s 116s3 2s Chersoneso 2-11 3s6	S'hai Dock & Eng T100 Tls. 51, buyers: H. & W. Dock \$50 Tls. 67, sellers S. & H'kew Wharf T100 Tis. 90
2s Ohimpul 1s 1s11 x di 32s6 36s	
2s Consolidated Malay 15.11 16.6	Mining:— Raub Australian £1 \$2 Chinese Eng. & Min. £1 Tle. 142, sales
£1 Damans cra 228 268 1 Departe with 7,103 98	Lands:—
£1 Federated Selanger 190s 210s 2s Gelang Besar 3s3 4s6	H'kong Investment \$100 [96, buyers] Humphreys' Estate [10] \$61, buyers
£1 Gotconda 75s 85s 85s 8s10	China T50 Tls. 50, nom.
1 Hajoep 170s 187s6 1 Harpenden 483 4.6	Plantations:— Alma Estates, Ld £1 Tls. 73. sellers
£1 Highlands & Lowlands 180s 19786	Ayer Tawah Rubber: Pation Co., Ld T71 Tis. 91
2s Jasin £1 Johore R. Lands 10s.rd 6s 10s6 p 1 June 13s	Dominion Rubbers T10 Tls. 25, sellers Kalumpong Rubber 21 Tls. 12, sellers
= 2s Kampong Kwantang 9s6 11s3 2s Kamuning 1s-pd 2s6 3s p	om. K. Java Pation, Ld. —T1—T18. 4 Son wang R'ber T5 T1s. 26, sollers Shanchoi - Sumutra
£1 Kapar Para 1358 14683 108 128 x d	Tobacco
£ 1 Kepong 1810 283	Ewo Tis. 88, sales
£1 Kusla Lumpur 2s Labu (F.M.S.) 78105 8-6 x 6	div. Laou Kung Mow T100 Tls. 61 Soy Chees T50 Tls. 23, buyer 1
1 Ledoury f.pd 55s 65s 1 12-6 pd 20s 28s3 1	pin. Eastern Fibre £10 Tla. —
2s Linggi Ord. 38s7\(\frac{1}{2}\) 40s10\(\frac{1}{2}\) 2s London Asiatic 9.6 10s £1 Lum t 16s- pd. 8s9 12s 1	pm. A. Butler Cement, T50 Tls. 23, buyers
1 Malacea 75 Pref 160s 175s 1 Ord 168s9 181s3	Auglo-Ger. Brewery \$100 \$721, sales China Flour Mill Too Tis.21, buyers
2s Merliman Options 1s 1s	China Im. & Ex. 100 Tls. 70, sales div. C. Sugar Refining \$100 \$141, buyers
1 N/Hammook 16s 6 pd. 48s 60s 2-8	pm. Green 1s. Coment \$10 \$5, buyers Mantschappij, &c., in Langbat Gs 10 Tls. 88, buyers
2s Para ing 3.3 4s1; 2s Pélépah 5.41;	Major Brothers T50 Tls. 25, sollers Scharff's Oil & Bone
28 Perms 1889 228 21 Perms par -842	pm. Shanghai Electric Construction 210 Tls. 514, buyon
1 Rembia Prof. 30s6	Asbestos
£1 R. Invest Trust 10s pd. 647½ 787½ 200s 222s	Shanghai Ice
1 Sapong 88,9 98,9	Stores:
£1 Sendayan 18s- pd. 35s, 42s6 3s 4s	J. Llewellyn \$60 \$55, sales A. S. Watson & Co. \$10 \$54, buyers
£1 Seremban 48s 56s3	Central Ordinary \$15 \$10, soners Central Founders \$15 \$400 \$20, sellers
1 Sialang 27s 34s 2s Singapore Para 3s3 4s 2s Straits S. Bertum 5s3 5s6 2s Straits S. Bertum 5s3 5s6	12 Weeks & Co \$20 \$241, buyers Lane Crawford & Co. \$100 \$115, sales
£1 Straits Rubber 78101 88	8 Watels -
24 Sungei Kapar 987½ 1086	Hotel des Colonies T12.50 Tls. 4, sellers
	934 ANNUMA CHILNG
1 Tangkah Pref 15s 20s	Big Amtlichen Bekanntmachungen Kaiserlich Deutschen Konsulats
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10 St. Helena 0.50	0.60
2 Trafalgar 0.70 0).80 Shows the dates of departure of the dates of
1 United Malacca 1.10 1 1 United Singapore 1.10 1	xpected arrival as well at their destination
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Shows the dates of departure of the Main

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KAISERLICH DEUTSCHES

"OSTASIATISCHEN LLOYD"

KAISERLICH DEUTSCHE

|14C3

The Poling Daily News in a leading article

China is an old country. She has experimented with practically every institution and every system in some form or other known in human history. As a writer has put it, in the matter of education, before Abraham left Ur of the Chaldees in the West of Asia, an Emperor of China had established a system in the East of Asia, which was in existence only a decade or songo. It is often stated that while Occidentals look to the future, with their faces turned to the brightness of what is to come, Orientals gaze on the past with its brilliant achievements, hallowed and glorified by i odization through the lapse of time. Yet there are reasons for this veneration for the old and the encient. In many cases institutions and systems introduced by our ancestors have with the passage of time lost stheir original virtues and the mere form instead of the spirit and substance has been preserved, with the result that they fail to accomplish the object for which they were intended.

Take, for instance, the educational system. Before the introduction of the so-called modern solool and college into China, the old system was declared to be very imporfeet. The spirit of the schoolroom was wrong, the methods-of-teaching-were not adapt. ed to the mental requirements of the pupils, the teachers were not properly trained in the art of teaching in short, the whole system, or rother want of system, militated against the creation of men equipped to struggle successfully in life. The greatest weakness of all was the absolute ne lect of the physical side of the students. There was no provision for the development of the body-no physical exercise either indeor or outdoor; a gymnasium was unheard of; active movements of the b dy were discouraged-on the conthe management and tradition of schoolroom promoted the creation of "scholars," weakened, weak-langed and weak-

But it was not alway so; the classics inform us that in ancient times as much attention was devoted to the cultivation of the body as to the mind. Horsemanship, archery, chariot driving. hunting and other forms of sport were in ancient times as much a part of a boy's training as the study of prose and poetry. With the growth of wealth in the country and the love of ease and luxury on the part of the people, encouraged, according to some thinkers, by the latter day educational system which was introduced as a part of the statecraft to produce scholars who could talk and dispute but not act, there came a gradual neglect of the manly sports and exercises, a state of affairs highly detrimental to individual as well as to national physical well-being.

All this, we are glad to say, is now of the past. Conservative scholars may talk and devise all the plans they like for the preservation of the old spirit and system, but the new movement has already too much of a start, and nothing, in our opinion, can put a stop to it. From now on the movement will grow and. gather momentum and in spite of mistakes that will be made will ultimately transform China. The recent Imperial Educational Conference held in the capital bears testimony to the wonderful progress made in educational matters. A leader published two days ago gave a résumé of the questions that were discussed -all dealing with live matters and calling forth animated and the aghtful discussion.

But of all the bright signs in the educational work of the Empire nothing gives us more sat. isfaction than the revival of interest in and attention to the physical phase. Every school of any size and importance possesses its playground and includes physical exercise in its curriculum. A resolution of the recently held educational conference recommended the introduction of military drill without target practice—a very wise provision, we think. It has become a custom now for the teachers of primary schools to take the students out for long tramps in the country or to attend some public meeting, Excursions on foot to famous spots during vacation time are no longer uncommon. The tress records from time to time huge and successful athletic meets, when representatives from different provinces or institutions of the same province compete for glory on the field. The benefit to the bodies of our Kaiserlich Deutschen Konsulats in

students through such physical training is too manifest to require further supporting argument. The physical value of sport is universally recognized even in the interior and backward parts of the Empire. The moral side is perhaps not so generally appreciated, though to our mind its value is even greater than the physical. A healthy body makes a healthy mind. Manliness of bearing and spirit can only be one result of proper physical training Such important virtues and qualities as self-control, coolness under critical circumstances, consideration for the rights of others, aggressiveness, eagerness to fight for one's rights and at the same time will ingness to recognize those of others, "team work" or strength through combination, and a host of others can best be acquired on the playground. It is not without reason that the leader in school athletics very generally becomes the leader in society, and the discipline which he has learnt through sport is of great value to him in

Finally in this age of modern intercommunication through the increased facilities of travel by land or sea, sport has acquired a new value namely, political or international. Many opportunities are available for athletes of different nationalities to compete with one another and promote a spirit of friendship. It is the ennobling characteristic of an athlete to accept defeat in a gracious manner and to regard his superior with feelings of emulation and not of jealousy or hatred. The sending of cricket and polo teams from England to the United States and vice versa and the presence of American boat orows at Henley have helped much to promote friendship between the two nations Japanese, who are noted for their quickwittedness, have not been slow to make use of athletic sports for political ends. A baseball team has just returned from a successful tour in the United States, which is the home of baseball, after winning 22 and losing 15 games

PORTUGUESE MILITARY EXPENDITURE.

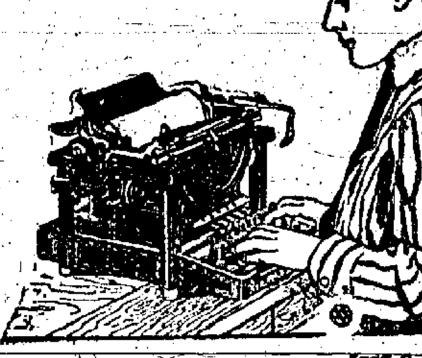
In referring to the Government's expenditure of £333,000 for the military defence of the country against plotters, s veral Deputies in the National Assembly, at Lisbon, last month; expressed the opinion that this will exceptive. The Minister of War slated that the cost of calling out the Reserves was only about £66,000. But it was found necessary to purchase £155,000 worth of war material, as the Monarchical regime. had left the Army in practically a destitute condition. The remaining expenditure of £:12,000 was divided between the Ministry of Marine and the Ministry for Fereign Affairs.

INTIMATION

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SOLE AGENTS.

HONGKONG, CANTON AND SOUTH CHINA AND FORMOSA.



MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Alacrity, despatch-boat, 700 tons, 4-gune, 2,000 i h.p., Comdr. A. Lowndes, Weibalwei. Autron, 2nd class craiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle.

Weibaiwei. Atlas, admiralty tag. 615 tons, 1,400 i.h.p., Moster S. West, Hongkong. Bramble, gamboat 710 tons, 900 i.h.p. Lient. Comdr. B. G. Washington Shanghai. Britomart, guuboat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Yangtsze.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400. f.d., Comdr. H. Lynes, Hongkong. Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hengkong. Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Hongkong. Fame, torpedo-boat destroyer, 340 tons,

guns, 5,700 i.h.p., Lt. Comdr. H. S. Mouroe, Weihaiwei. Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, en route to Colombo. Handy, torpede-heat destroyer 295 tons, 6 guns,

4,000 h.p., Lieut. Comdr. Hon. Guy Stop-Jart, torpedo boat destroyer, 295 tons 6 guns 4,000 h.p., Lt. Comdr. Hon. Guy Stopford.

fanus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt.-Comdr. M., B. R. Blackwood Weihaiwei. Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar,

Weihaiwei. Kinsha, river gunboat, 616 tons, i.h.p. 1,200, Lient. Comdr. T. J. S. Lyne, Shanghai. Merlin, surveying ship, 1,070, tons, 6 guns, 1,400 i.h.p. Commr. B. O. M. Davy, Sandakau. Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B.,

C.V.O., C.M.G.,) 14,600, tons, i.h.p. 27,000. Capt. G. C. Cayley, Weihaiwei. onmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., Weihaiwei.

Icorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr G. P. Leith. West River. ewcastle, 2nd class cruiser, 4,800 tons, turbine. Captain George P. E. Hunt, D.S.O., Weihaiwei.

ightingale, river gunboat, 85 tons, 240 h.p. Lt. Comdr. Claude Hillersden-Woodward. R.N., Yangtsze. Otter, torpede-boat destroyer, 385 tons, 6 guns 6,300 i.h.p., Comdr. Lambe, Weihaiwei. Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,

Lt.-Condr. Cosmo A. O. Douglas, Hong-Rosario, depot ship for Submarines, 980 tons, i.h.p. 1,400, Lt. Commr. N. E. Archdale, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 24. h.p., Lieut.-Comdr. E. J. J. Southby, Snipe, river gunbont, 85 tons, 2 guns 240 h.p. Lt. Comdr. Maurico B. Leslie. Yangtsze.

Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo R.N., Hong Tamar, receiving ship, 4,650 tons, 6 guns Commodore Evres, Hongkong. Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p. Lieut. Comdr. R. J. Buchanan, Yangtsze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut, Comdr. M. B. Baillie-Hamilton, Shanghai. 7irago, torpedo-boat destroyer, 395 tons, o guns 6,300 i.h.p., Lieut,-Comdr. Harold D. Adair-Hall, Weihaiwei.

Waterwitch, surveying ship, 620 tons, 450 i.h.) Lient. Comdr. R. L. Hancock, Singapore. Whiting, torpedo-boat destroyer, 360 was, guns, 5,900 h.p., Lieut. Comdr. G. E

Hartford, Weihaiwei. Widgeon, gunboat 195 tons, 2 guns, 800 h. Comdr. M. H. Wilding, Yangtze. Woodcock, gunboat, 150 tons, 2 guns, 550 h., Lieut. Comdr. B. R. Brooke, Yangtsze, Woodlark, gunboat, 150 tons, 2 guns, 550 h. Lieut. Comdr. G. F. A. Mulock, Yangtese.

Bubmarines:---No. 36, Godfrey Herbert, Lieut.-Commr. No. 37. A. A. L. Fenner, Lieut.-Commr. No. 38, J. R. A. Codrington, Lt.-Commr.

Kaiserin Elisabeth, Austrian protected cruiser 4.000. Fregattenkapitan Oskar Hansa. Northern Waters Panther, third class cruiser, 1,530 tons, Fregattenkapitan, Theodor Skerl Edl. von Sebmidt heim

Achéron, armourou gunboat, 1,830 tons, 9 guns 1,700 h.p., Lieut. Bertrand, Saigon Alger, 2nd class orniser, 4,320 tons, 22 guns 5,100 h.p., Commander Fournier, H kong Mouette, gunboat, 506 tone, 7 guns, 40 | a.p. ... Commander Badin, Saigon Argus, river gunboat, 189 tons, 6 guns, 570 h.p.,

Lieut, Audeuard. Baionnette, gunboat: Cimeterre, gunbost, 140 tons, Reserve, Saigon Caronalde,gunboat, 184 tons, Reserve, Saigon Décidée, gunbost, 630 tous, 10 guns, 900 h.p. Lieut. de Linares, Shanghai Dupleix, armoured craiser, 7,578 tons, 26 guns,

Desair, armoured cruiser, 7,57 8 tons, 26 guns, 17.000 h.p. D'Therville gunboat Estec, gunboat, 141 tons, Reserve, Haiphong

Esturgeon, sub-marine, 70 tons, 60 h.p., Lient Combet, Saigon Fronde, destroyer, 300 tons, 7 gnas, 6,300 h.p. Henri Rivière, river ganboat, 150 tons, 6 gans

152 h.p., Haiphong Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marrs, Montealm, armoured cruiser, (flagship) 9,367 tons, 36 gans, 49,600 h.p., Rear Admiral de la Croix de Castries (Commander-in-

Manche, surveying ship, 1,625 tons, 10 guns. 900 h.p., Commander Ragot de la Touche, Mouquet, destroyer, 300 tone, 7 guns, 6,300 h.p., Commander de la Roche Kerandraon,

Olry, river gunboat, 170 tons, 6 guns, 500 h.p. Lieut, de Maindreville, Upper Yangtze -Peiho, river gunboat, 130 tons, 4 guns, 280 h.p. Lieut, Puech, Tongku Perle, sub-marine, 70 tons, 60 h.p., Lieut. Mon-Pistolet, destroyer, 300 tous, 7 gans, 7,000 h.p.,

Commander Mortenel, Hougay. Protée, sub-marine, 70 tous, 60 h.p., Lieut Morris, Saigon Redoutable, buttleship (reserve), 9,330 tons 37 guns, 6,200 h.p., Capt. Drougt, Saigon

Styx, armoured gunboat, 1,810 tous, 8 guns 1,600 h.p., Lieut. Seriot, Saigon. Takon, destroyer, 280 tons, 6 gans 6,500 h.p., In Reserve, Saigon Vauban, torpedo-depot, Commander Mortenol,

Vétéran, torpedo-depot, Lieut. Bihel, Cap Saint-Jacques Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p. Lieut. Dumonlin, Sikiang

Arcons, cruiser, 2,719 tons, Captain von Hippor Iltis, gunboat, 1,000 tons, 10 guns, Captain Laus Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p. Captain Graf von Posadowsky-Wehner Leipzig, erniser, Captain Engel Luche, gunboat 850 tons, 10 guns, 1,344 h.p. Captain Bölken

Scharnborst, armoured cruiser (flagship)e 11,420 tons; 52 guns, 26,000 h.p., Kapitan Zur Sae Massa Taku, destroyer, 280 tons, 4 guns, and 2 torpedo tabes, 6,000 h.p., Kommandant Kolbe (Hans) Bertram

l'orpedo boat " sgo," Kapitan Leut, Heyden l'iger, gunbost, 900 tons, 10 gune, 1,300 h.p., Captain v. Koss Tsingtan, gunhoat, 170 tons, 5 gans, 1,300 h.p. Cantain Ross Vaterland, gunboat, - tons, 3 guns, 500 h.p. Captain Toussaint

Calabria, protected cruiser, 2,428, tous, 26 gans 4,000 h.p., Capitano Maris Casanuova di Jerserech Paglia, propected cruiser, 2,498 tons, 26 gans, 7,000 h.p., Capitano Gusani Viyconti Marchese Lorenzo

PORTUGUES. Patria, gunboat, 700 tons, Captain J. Affrezo UNITED STATES. Albany, cruiser, 3 000 tons, C. S. Williams. Arayat, gunboat, Lieut.-Comdr, Matt & Signor Bainbridge, destroyer, 7 guns and 2 torpe lo tubes Ensign Lloyl W. Townsend Barry, destroyer, 420 tons, Eas. Edmund S.

Callao, gunboat, 243 tons, Hus. J. R. Murrisson Cleveland, cruiser 3,200 tons, Commander Hugh Rodman, Shanghai Charleston, battle hip (flagship), 9,700, tous 58 gans, 21,000 h.p., Comde. John H

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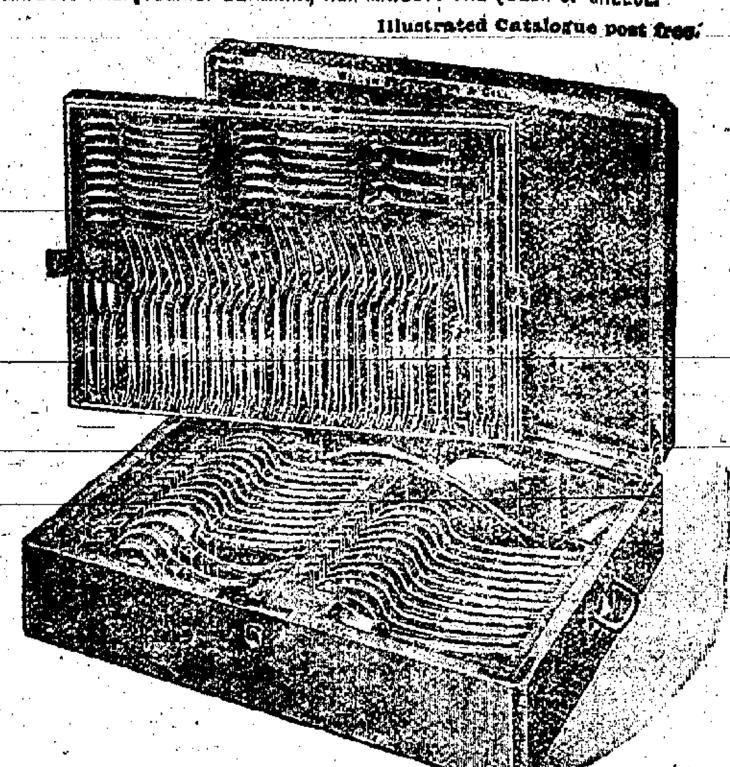
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Hopsang, British str., 1.359, J. M. Hay, 23rd August Hongay 20th August, Coal-Jardine, Matheson & Co. JESERIC, British str., 1.234, White, 6th August

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LAERTES, British str., 2,904, I. Taylor, 21st Aug. - Singapore 16th August, General -Butterfield & Swire. Mrs D. O Connell and child, Mr A. L. Cowen, LUCKENA, Bri h str., 2,072, A. L. French,

23rd August-from Palembang, Bulk oil-Asia ic Perroleum Co. LYERMOON, German str., 1,336, F. v. Pilgri 23rd Au ust Saigon 19th Aug., General-Hamburg-Amerika Linie.

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BANISHING A CHINESE WIFE

GENTLE HINT AT REPRIBALS.

The decision of the Australian Acting Minister for External Affairs to refuse the request of Hop Poon Gopey, of Melbourne, that his wife be allowed to stay in the Commonwealth, has aroused indignation amongst the Chinese of Victoria.

Mr. Piug Nam, president of the Chinese Reform Association, last night said :- "The whole of the argument address by Senator Findley is evidently based on prejudice—prejudice so strong that it seems to have wrecked his discretionary powers as a Minister. The Sena, tor," went on Mr. Ping Nam, "admits that Mr-Hop Poon Goosy is a 'reputable citizen.' Having satisfied himself on this point, what better guarantee could Goody give in the way of claims to have his wife with him

"The attitude Senator Findley takes of the White Australia policy is bunkum. He fears that if the Chinese are allowed to bring their wives to this country it imperils the white Australia policy. The 'white Australia' policy, according to the party which Senator Findley South coast of China between | Same as No. 1. my opinion, from their own standpoint, should strengthen our argument in favour of allowing respectable Chinese, who have proved their Stness by their behaviour during their sojourn in this country, to have wives of their own nationality.

" Australian statesmen are incurring a sericus responsibility in penalising and harassing respectable Chinese here by jeopardising the prestige of British trade in China. Probably some Australians argue, 'What has British trade to do with Australia?' My reply is that it has much to do with Australia. The protection they now get, as Australians know, is British, and the amount of trade China gives to Great Britain yearly enables the latter Power to maintain to a certain extent her proud position as mistress of the sens.'

"The destiny of this country is committed to men whose principal card is humanity, and it is of great interest to the Chinese now studying Western systems of government to follow the principles of a Government which is supposed to be based on humanitarian ideals. Our people have feen promised a national Par-liament in 1913. Should we copy, for the sake of argument, the ideals of humanity as administered by the Commonwealth Government, and mote out the same to British and Australians who may then be residing in China the identical laws as administered to us? In such an event, would the politicians of this country say we were conforming to the principles of humanity?

Lifeel confident that the fair and generous minded people of this country have no desire that the Government here should harass and oppress any Chinese who have assimilated themselves to Australian ideals, and have proved by their daily lives that they are capable of ta'ing on themselves the responsibility of having women of their own nationality as their wives."

TRADE OF THE UNITED KINGDOM.

STATISTICS FOR THE PAST FIVE YEARS,

The annual statement of the trade of the Juited Kingdom with foreign countries and British Possessions in 1910 compared with the four preceding years is being issued in three volumes. Volume I. [Cd 5639] gives abstract tables showing the total value of the import and expert trade of the United

The values of the total imports of mer handise from foreign countries and British Possessions (including Protectorates) were: - 1906. consigned from foreign countries. £467,974,167; consigned from British Possessions (including Protectorates) £139,914 333, total, £607,888.500 1907, £491.102.400, £154,705.542, £645.807,942; 1908, £464,8 7,692, £128,135,795, £592,953,487; 1909, £479,453,018, £145, 51,939, £624,704,957; 1910,

£507,806,758, £170,450,266, £678,257,024. The value of the total apports of produce and manufactures of the United Kingdom to foreign Isurugisan Maru, Japanese str., 2,189, War countries and British-Possessions (including tanabe, 20th August-Miike 14th August, Protectora es) in the five years were as follows: - 1906, consigned to foreign countries, £253,565,853, consigned Possessions Protectorates) (including £1^2.009.485, total. £375,575.338; ZAFIRO, American str., 1 410, M. C. Smith, £287.89 317, £139,143,766, £426,035,083; 1908, £250 338.797. £126.765 027, £377, 03.824; 1909, £250,94⁷,263, £127,238,084, £389,180,347; 1910,

The values of the total exports of foreign and White, 12th May-New York 20th Jane colonial merchandise to foreign countries and British Possessions (including Protectorates) in the five years were: 1906, consignments to foreign countries, £75,723,703, consignments to Briti-h Possessions. £9,378,777, total Per Ni-Kiang, from Haiphong, &c., Messrs £85,102,480; 1907, £81,758 702. £10,183.382 £91 942.084; 1908, £69.639 634, £9,984.063, Per Haitan, from Coast Ports, Mr Morie, Mr £79,623.697; 1907, £80 711,271, £10,633.548 Hamilton, Mr Crep'n, Mr and Mrs Wheeler, £9.,344.819; 1910, £91,661,154, £12,099,891,

£ 83,081,830, £147,302,942, £430,384,772.

Smyth, Mr Friesland, Mr Bone and Miss The total values of all exports, therefore, were :- 1906. £460,677,818; .1907. £517,977,167 Per Coledonien, for Hongkong, from Mar- 1908, £455,727,521; 1909, £469,525,166; 1910,

The value of the total imports and exports of merchandise from and to foreign countries and British Possessions was: 1906. £1,068,566.318; Per Nikko Maru, from Australia, for Hong- 1907. £1,163,785.109; 1908, £1 049,681,008; 1909, £1,094,230,123; 1910, £1,212,402,841. The total imports from foreign countries and

British Possessions, the figures of which are given above, were made up as follows :- Food, drink, and tobacco, 1906, £238,158,156; 1907, £247 290 596; 1908. £244.134.089; 909, £254,319,393; 1910, £257,681.588; raw muterials and articles mainly unmanufactured, 1906, £211 1 2.714; 1907, £241 248 871; 1908. £203,455,017; -1909. £220,145,496; 1910. £261,175,628; articles wholly or mainly unmanufactured 1906 £158,185,004;1907,£154.904.292; 1°08. £143 0°5,597; 1907, £147 671,094; 1910, £156,845 461; miscellaneous and unclassified-1906. £2.442.626; 1907. £2364,183; 1908. £2.278,784; 909. £2,568,984; 1910. £2.554.347.

The exports of produce and manufactures of Warren, Mr F C. Tobey, Miss A. M. Williams, the United Kingdom to foreign countries and Fritish Possessions (including Protectorates) T were made up as follows: Food, drink, and 1'. Stanley, Mr. Harry M. White, Rev. Robt. | tobacco-1906. £20,563.882; 1907, £22,356 578; 1908. £21,707,770; 19 9. £23,335,891; 1910, Miss E. T. Duyer, Mrs F. T. Humphrev, Miss 226,070,738; raw materials and articles mainly vnmanufactured-1-06. £ 3,837.844; 1907, Mrs Davis Brown, Edger A. Linton, Mr E. C. £51.156,007; 1910, £53.328,282; articles wholly Brown, Mr.S. H. Assemull and servant, Mr.F. or mainly menuroctur d-1906, £304,957,732; L. Butes, Capt. J. J. Hornbrock, Mrs Smedburg, 1907, £341 439,511; 19 8. £296 581,975; 1909. Master Wm. Smedburg and infant, Mr M. G. £296,758,468; 1910 £342 869.107; miscellaneous S Beck and servant, Mr B. A.-Liefrinck, Mr D. and medsseified-1906, £5,215,880; 1907, B. Reynolds, Mr and Mrs B. E. Drew, and Mr £6,650,151; 1908 £6,058,139; 1909, £6 1910, £8,116,655.

WEATHER REPORT

On the 28th at 12.05 p.m.—The typhoen entered the coast during tho night in the neighbourhood of Foochow. It continues to move

Northward. The barometer is falling in Shanghai, and rising at all stations to the Southward of

Pressure has increased and is high over E Japan and adjacent waters.

Strong S. and S.W. winds may be expected in the Formosa Channel, and moderate meason over the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-lay, 0.00 inches.

The forecast for the 24 hours ending at noon

to-day is as follows:--

* Hongkong & Neighbourhood,

Formosa Channel South coast of China between | Same as No. 1. Hongkong and Lamocks.

* W. and S.W. winds, moderate; fine.

CHINA COAST METEOROLOGICAL REGISTER.

August 28th-Ar A.M.

.. 30.13 — — ' — Hakodate 30.05 — | 5w" Vagasaki, , 29 92 -- |---Kagoshima 9 a 29.93 71 100 NE Weihaiwei Hankow 9 a. 29.72 S3 83 Shanghai ., 29.63 82 91 st | 8 om Gutzlaff , 29.44 80 - ENE 1 or 6 a. 29.50 82 75 8w 2 o .. 29.53 82 75 WWW 1 b Taihoku NE | 2 ---Taichn Таінап -- Isw 81 Koshun. Pescadores | . 10 a. 29.6 - 87 70 |--| wnw 1 --Tourane |29.60 84 | --- | w - w | 1 | b 6 a | 29.73 75 | в 010 10 a 29.84 86 78 NW 1 b Legaspi. 6 a 29.83 77 sw 2 b

> F. G. Figg, Director. Hongkong Observatory, August 28th, 1911. 1 BAROMETER, reduced to 32 degrees Fahrenheitlon he level of the sea in inches, tenths and hundredths. 2 TEMPERATURE, in the shade, in degrees Fahron.

3 HUMIDITY, in percentage of esturation, the numidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points. 5 FORCE OF WIND, according to Beafort Scale.
6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hall, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet)
0 RAIN in inches, tenths and hundreths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 28th.

	Previous Day at 4 p.m.	at	On Dat at 4 p.m.
Barometer	29.49	29 63	29,64
l'emperature	87	87	90
Humidity	63 -	70	60
Wind Direction	West	West	† WSW
" Forceti	2	1 1	2
Weather	0	Ъ	- b
Rain			ا جيد

Highest open air Temperature on 27th .90 Lowest open air Temperature on 27th 81

HONGKONG TIDE TABLE.

From 29th August to 4th September, 1913

	High	WAIER.		Low W	ATER
Days of Wek.	Nouth	H'kong Moan Time.	Height.	H'hong Meun Time.	Heiglit.
			-		-
l'ues.	1	m 0 20	5 6	h. m. m 6 10 6 27 a	2 9
Wed.	30	m 0.52	5 7 1	m 7 9	13 1
Phurs	31	1 22 a m 1 32	5 8	m 8 42	3 5
Fri.	1	3 0 a m 2 26 No infex.	5 8	m 10 33	3 2
Sat.	1 2	m 3 38 No infer.	5 9	m 0 5	12 0
Scn.	3	ma 4.50	6 1	$[m \ 0.57]$	12 5
Mon.	4	, , , , ,	6 3	1 35	a Z i
		9 10 8	P.4 0	1] .	

ARRIVALS.

CALROONIEN, French str., 3.830, Molber. 28th

August-Marseilles 30th July, Mails and

August-Hongay 25th August, 25th Aug., General-Butterfield & Swire.

28th August -- Singapore 22nd August;

28th August - San Francisco 2nd August,

HONG BEE, British str., 2056, G. Kinghorn,

MANCHURIA, American str., 8,750, A. Dixon,

NIKKO MARU, Japanese str., 3,439, M. Yagi 28th August-Manila 26th Aug., General,

SMATTLE MARU, Jap. str., 6,182, T. Sailow,

St Kiang, Freach str., 650, E. de Catalano,

SZECHUEN, British stel. 28th August - Canton.

Tamon Mark, Japanese str., 1,142, Kawasaki,

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

28th August.

Catherine Apour, British sir, for Singapore

Choising, German str., for Hollow.

Chousang, British str., for Swatow.

Hailan, British str., for Swatow.

Honsieg, British str., for Amoy.

Paklal, Charman str., for Swatow.

Sexta. Gorman str., for Hojbow.

Sman, British str., for Hoihow.

Tourane, British str., for Europe, &c.

28th August Manila 26th August, Flour,

Sods, Planks, Fishers Mill, &c .- Osaka

27th August Haipkong and Qwong Chow

Wan 25th, August, General-Messagerier

27th August -- Newchwang 21st August --

Mails and General-P. M. S. S. Co.

General-Chinese.

Shoscu Ka'sha:

Miteri Bussan Kaisha.

Maritimes.

-Nippon Yusen Kaisha.

ADVERTISED LOADING. AS

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," norrest Hongkong "h," midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

General - Messagories Maritimes. **SECTIONS** GERMANIA, German str., 1,704, Francison, 28th August-Hougay 26th August, Coal-Jehren & Co. HAITAN, British str., 1,183, J. S. Roach, 28th August-Foochow, Amoy and Swatow 27th August, General Douglas, Lapraik & Co. HANVANG, British str., 1,205, Spinks, 27th

•	1. From Green Island to the Harbour Master's	2. From Harbour Ma	asier's to Blake	Pier	3. From Blake Pier to N	leval Yard.
\ .		* *•		··· -·· · · · · · · · · · · · · · · · ·		
	DESTINATION.	VESSEL'S NAMES.	-VIAG & RIG	RERTE	CAPTAIN.	
ł						FOR FR
1						
	LONDON, ROTTERDAM & ANTWERP		Brit. etr	<u>`</u> —	R. L. D. niel	JARDINE, M
٠.	LONDON, SC., VIA USUAL PORTS OF CALL	WRCYDIA (1)	Brit. str.	-	S. Barcham	PEARM
l	LONDON & ANTWERP VIA SINGAPORE, &c	SOCOTRA	DEIT. ATT		Ut. J. Coldwell.	PAGRN
÷	LONDON & ANTWERP VIA SINGAPORE, &c.	SARDINIA	Brit. str		LU. U. URIDOU R.N.R.	└ ▕₽ ┈፟፟፞፞&∷ ፞፞ ^~ぬ ~ እሦ
	ROTTERDAM & HAMBURG VIA STRAITS, &c. HAVRE, ROTTERDAM & HAMBURG &c.	Permanent	Ger. str.	k. w.	Juger	HAMBUDG A
	HAVRE, BREMEN & HAMBURG, &c		Ger. str.	k. w.	Dunio	HAMUBRG-A
•	HAVRE & HAMBURG VIA STRAITS, &c	AMBRIA	Gor, str.	k. w.	relatmann	HAMBITOG A
,	HAVRE & HAMBURG VIA STRAITS. &c	ALESIA	Cier, str.	k. w.	: Elnbei	FTAMBIEDO A
Þ,	HAVRE, BREMEN & HAMBURG. &c	Suevia	Ger. Str.	<u>k, w</u>	Weyhausen	HAMBURG-A
}	CUPENTACEN & BALTIC PURIS	Y EDDO	المنا المساحة ال	Tr. Op	Rassau	
L,	OLARBRILLES, LONDON & ANTWERP VIA SINGAPORE, &C.	I HILIZAWO MIADIT	Tax		THE THOUGHT	Oron Ming
	i bearsem lks. London & 2lntwerp via bingapoem.cc	LANGO WART	Town with	<u>-</u>	H. Fraser	NIPPON YUS
ı ,	F NAPLES GENOA ALGIERS, GIBRALTAR & BOUTHAMPTON	L PRENZ LATINUTA	المستخملات		K. Kawara F. von Binzer	
i— •	TRIESTE, &C., V'A SINGAPORE, &C	VORSVAERTS	A same order		R. Dannecker	MELCHERS &
•	BUSTON & NEW YORK VIA PORTS & BUEZ CANAL	KATUNA	Am. atr	<u> </u>	interior to the same of the sa	SANDER, W
•	BOSTON & NEW YORK	HOSERIC	A ma			
.	VANCOUVER, D.C. SEATTLE & CONTLAND, SO	SUVERIC	Brit str.	ماران	F. S. Cowley	Tun D.
	VANCOUVER VIA SHANGHAI, JAPAN, &c.		I INPUT SITE OF	2 76	. W. Davison	A STATE TO TAKE TO
	VANCOUVER VIA SHANGHAL, JAPAN, &c.	MMPRESS OF INDIA	Brit. str.	1 m.	E. Beetham - 1	I The sea was a sea. The
	VICTORIA, C.B. & TACOMA VIA KEELUNG & JAPAN	DWATTLE MARU!	I Jan atr			ORARA SHOP
	VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c VICTORIA, B.C., & TACOMA VIS KEELUNG, S'GHAL, &c		beforether and	· . ·	S. Tominaga	NIPPON YUS
ļ	SAN FRANCISCO VIA SHANDHAI & JAPAN, &c.	DESCRICO MINKS	Jan ser	 ·		. Osska Sume
1	SAN FRANCISCO VIA KEELUNG, S'HAI & JAPAN &C.	CHINA	Bril, sty. 🛴		TO DITECT	PACIFIC MA
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Į		15 V (3 6 ·		·	W. W. Greene	TOVO KATOR
1	AUSTRALIAN PORTS VIA MANILA	Vawana Mana	Nor, str.		Elvind Meyer	PORTLAND &
- j			· T 1	****	T. Sekine	NEDDOUGE Vere
Ì	AUSTRALIAN PUNIS VIA BIANILA	CORLENZ	المحامدة الأراث		T. Sekine	NUPPON YUS
1	RUDE & TURUMANIA	A 3C (' N7 1 25 17)	T i	_	L. Klugkist	Мискипь &
1	NODE 6 LONGINA	POINT STATESTING :			K. Homma	NIPPON YUS
1	MAUAGRIKA ACDE E LURUMARIA	NIKKA TILBI			F. Bruening	
	Mark and and the second	TO THE A DECEMBER 1	Direct for the		M. Yagi V. Zwart	NIPPON YUS
1	MEXICAN, PERUVIAN & CHILEAN & JAPAN	BUYO MARU	Jun. sir		V. Zwart	JAVA-CHINA-
].	MEXICAN, PERUVIAN & CHILEAN & JAPAN CHEFOO & TIENTSIN TIENTSIN SHANGHAI VIA SWATOW	KUEICHOW		- <u>[- </u>	Poresyth	COYO KISEN
1	TIENTSIN	Спітвніма	drit, str.		F. Mooney	TABBURA ME
	SHANGHAI VIA SWATOW	CHOYSANG	Brit. str.	<u> </u>	M. Courtney	TABLET BE
1	SHANGHAL MOST & NOBE 111 111 111 111 111 111	BOMBAY MARE	Ton als	<u> </u>	J. Terannka Benson	JARUINE, MA
į		A CAT T BY TY CY A	71 11 4 .	1 m,	Benson	Brigging beinger
Ť		ALLIEGTATIA I	11)		E. P. Martin, R.N.R.	th (- U - S - M morrowater
	SHANGHAI, KOBE & MOJI	NAMSANG	Brit. str.		**	Japanes Ma

SHIPPING REPORT.

DEPARTURES

28th August.

CALEDONIEN, British str., for Shanghai

CHITUEN, Chinese str., for Shanghai

EASTERN, British str., for Shanchai.

HANYANG, British str., for Shanghai

KARBHING, British str., for Tsington.

KWANGTAH, British str., for Cantou.

VLADIMIR, Russian str., for Singapore

The British str. Hanging reports: Light winds and fine weather. The French str., Si Kiang reports: Fine weather with generally N.W. Easterly breeze. The British str. Haitan reports: Moderat Westerly winds and sea up-to Nine Pins; thence light wind and fine.

THE AMERICAN MAIL.

The T.K.K. str. Chiyo Maru, with U.S. mails, arrived at Yokohama on the 26th inst. sailed for this port on the 28th instant, and is due to arrive at this port on or about the

THE AUSTRALIAN MAIL. The E. & A. str. Aldenhum loft Sydney on

the 16th instant for this port (via Queensland Ports and Manila . The I.G.M. str. Prinz Sigismund left Sydney on the 25th instant, at 11 a.m., and may be ex pected here on or about the 19th prox.

THE CANADIAN MAIL.

The C.P.R. Co.'s str: Monteagle arrived at Kobo at 11.30 p.m. on the 26th instant, and left again at 6 p m. on Sunday for Shanghai, where she is due to arrive at 6 noon on the 31st inst. Vancouver, B.C., for Hongkong (via usual ports of call) on the 23rd instant e.m.

THE ENGLISH MAIL.

The P. & O. str. Delta left Singapore for this port on the 25th instant at 6 30 p.m. with the outward English Mail, and is due here tomorrow at about 6 a.m.

THE INDIAN MAIL.

The Indo-China str. Namsang from Calcutta and the Straits left Singapore for Hongkong. on the 24th instant, at 6 p.m., and is due here The Indo-China str. Kumsang left Calentta-

for the Straits and Hongkong on the 19th inst. and is due here about the 4th prox.

— MERCHANT STHAMERS.

The N.Y.K. str. Hirano Maru (European Line) left Shanghai for this portion the 25th-inst., and is expected here to day. The Siemsson & Co.'s str. Germania, with Mails from South sea Islands, left Yap on the 20th instant, and may be expected here to-day

The N.Y.K. etc. Yaicata Maru (Australian Line) left Kobe for this port via Moji and Nagasaki on the 24th inst., and is expected hereto-morrow.

The N.Y.K. str. Aki Maru (European Line) left Singapore for this port on the 25th instant. and is expected here to-morrow. The N.Y K. str. Bombay Marie (Bombay, Line) left Singapore for this port on the 25th

Aug., and is expected here on the 31st Aug. The str. Glencsk passed the Suez Canal on the 25th ult., and is due here on or about the

The N.Y.K. str. Inabo Marito American Line) left Kobe for this port via Moji and Shanghai on the 25th instant, and is expected here on the 3rd prox.

The N.Y.K. str. Bingo Maru (Bombay Line) left Bombay for this port via Singapore on the 25th instant, and is expected here on the 12th

The American & Manchurian Line steamer Matoppo passed the Suez Canal on the 22nd instant, and is due here on or about the 18th

The str. Glenfarg passed the Suez Canal on the 22nd instant, and is due here on or a out the 24th prox.

The T.K.K. str. Buyo Maru sniled from Honolulu for Hongkong on the 26th inst., and is due here on or about the 29th prox.

CANADIAN PACIFIC RAILWAY CO.'S PORTHAND & ASIATIC S.S. CO.

HANGHAI. NAGASAKI, KOBE & YOKOHAMA GNEISENAU...

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Irland Sea of Japan) Kobe, Yokohama, Victoria and Vanceuver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER -SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.

SHANGHAI...

SHANGHAI

SHANGHAI...

MANILA

SHANGHAI, KOBE & YOKOHAMA

ANPING VIA SWATOW & AMOY ...

FOOCHOW, YIA SWATOW & AMOY

HOMBAY VIA SINGAPORE & COLOMBO

BATAVIA, CHEBURON, SAMARANG, &c.

SINGAPORE, PENANG & CALCUTTA ...

SINGAPORE, SAMARANG & SOURABAYA

KWANG CHOW WANG & HAIPHONG

SINGAPORE, PENANG & CALCUTTA

SWATOW, AMOY & FOOCHOW

SWATOW, AMOY & FOOCHOW

SWATOW, AMOY & FOOCHOW

MANILA, CEBU & ILOILO

MANILA, CEBU & ILOILO

MANILA, CEBU & ILOILO

HOIHOW & HAIPHONG

RUDAT & SANDAKAN

SHANGHAI, MOJI, KOBE & YOKOHAMA

SHANGHAT, YOROHAMA, KOBE & MOJI

TAMSUI VIA SWATOW & AMOY!...

From Quebec.

SUEVIA

PALMA ...

Daijin Maru ...

Soshu Maru ...

HAITAN ...

HAICHING ...

LOONGBANG

HAKATA MARU ...

Тлили

CATHERINE APCAR

FOORSANG

CHOSHUN MARUI ...

ABSAYE...

TJIPANAB

CANTON

HAIYANG

SINGAN

Ger. str.

Brit. str. ...

Swed, str.

Dut. etr. ...

Jap. str. ..

Jap. str. ...

Jad. str.

Brit. str.

"EMPRESS OF INDIA" SAT., 2nd Sept. 1 "ALLEN LINE" FRIDAY, 29th Sept. "EMPRESS OF IRELAND"Ful, 20th Oct. "EMPRESS OF JAPAN" SAT., 23rd Sept. "MONTEAGLE" SATURDAY, 14th Oct. The C.P.R. Co.'s str. Empress of Japan left "EMPRESS OF INDIA" SAT., 4th Nov. | "EMPRESS OF BRITAIN" PRI., 1st Dec.

Steamships leave HONGKONG at 6 P.M.

INHE Quickest route to CANADA, UNITED STATES and EUROPE, alling at A . SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE. YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Polatical "EMPRESS". Steamsnips, 14,500 tons, register, thus providing a comfortable and speedy through route All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the

Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers) and 1st Class Railway ..

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE," or ries Intermediate Passengers only, at Intermediate rates

affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the

Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Trailic Agent for Chipa. Corner Pedder Street and Praya, opposite Bluke Pier.

NORDDEUTSCHER IMPERIAL GERMAN MAIL LINES

<u></u>	TITA TRO		
NAPLES. GENOA. ALGIERS.)	STNAMERS	TONS	
GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	Capt. F. v. Binzer,	18,300	Wednesday 6 Sept., at Noc
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA MANILA. ANGAUR, YAP, NEWGUINE 1, BRISBANE.	Capt. TH. STOLLBERG, "COBLENZ"		(9th Sant
SYDNEY and MELBOURN L	"PRINT SIGI-MUNI Capt. F. Bruening,). "	f Alioni
KUDAT and SANDAKAN {	Capt. F. Sembili	, 5,000	Middle of Sept.
All the Steamers of the Europea New Sy For Further Particulars, apply to	stem of Telefunken.	ireless T	elegraphic.

NOBODEUTSCHER LLOYD,

MELCHERS & Co..

GENERAL AGENTS HONGKONG AND CHINA Hongkong, 25th August, 1911.

MESSAGERIES MARITIMES ...

IN CONNECTION WITH

OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOROHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMBHIP TO SAIL "RYGJA" ... 3,828 ... Eivind Meyer ... On 1st Sept. Daylight. Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

King's Building, (Opposite Blake Pier).

FRED J. HALTON. AGENT.



PHILIPPINES

			-
STEAMSHIP	Tons Captain	FOR	SAILING DATE
ZAFIRO RUBI	4000 M. C. Smith 4000 S. Crosby	Manila, Cebu & Iloilo Manila, Cebu & Iloilo	On 30th Aug., 4 P.M. On 9th Sept., 4 P.M.

SHEWAN, TOMES & Co., General Managers, PHILIPPINES 8.S. Co. 113 For Freight or Passage, apply to Hongkong, 22nd August, 1911.

LATEST STEAMER MOVEMENTS.

The II.-A. Linie str. Ambria left Shanghai on the 27th instant a.m., and may be expected here on or about the 30th instant p.m. The I.G.M. str. Gneisenau, carrying the August 2, British str. Sound German Mails with dates from Berlin of the 29, from New York for Manila.

9th instant, left Colombo on the 27th instant p.m., and may be expected here on or about the 6th prox. p.m.
The T.K.K. str. Tenyo Mark, sailed hence

on the 29th ult., arrived at San Francisco on for Tjilatjap. the 24th inst. The T.K.K. str. America Maru is expected to leave San Francisco for this port on the 30th

The T.K.K. str. Shinyo Maru sails from Yokohama on the 29th instant, for San Francisco having taken on board the passengers and cargo per s.s. Nippon Maru, hence sailed on the April 25, from New York for Yokohama. 18th instant. The T.K.K. str. Kiyo Maru arrived at Moji.

on the 28th just, and sails on the 31st instant for South American ports. The T.K.K. str. Hongkong Maru arrived at Valparaiso on the 27th instant, and sails on or about the 9th prox.

The I.G.M. str. Kleist, which left here on the 23rd inst, at noon, arrived at Singapore on the 28th inst., at 7 a m. The P. & O. S. N. Co.'s str. Sumatra is expected to arrive at Colombo on the 7th prox.

at 6 a.m. The "Ben" Line str. Renvenue from Middlesbro' and London, left Singapore on the 27th just, for this port.

August 2, British str. Oobaria, from Sourabaya for Calcutta. August 2, British str. Saint Michael, May

VESSELS PASSED ANJER.

August 2, British 4-m bg. Drumeltan, Watt, April 29, from New York for Hongkong. August 7, British str. Itindo, from Rangoon

August 7, Dutch str. Besitung. August 7, British str. Islander, Deans, from | Calling at Christmas Island for Singapore.

August 8, British 4-m. bg. Arrow, MacIvor, May 2, from New York for Hongkong. August 8, British 4-m. bg. Alcides, Jarvis, August 9, British str. Querimba, from Colombo for Sourabaya

August 11. Dutch str. Walcheren, Vollenhoven, from Rotterdam for Batavia. August 13, German str. Lothringan, Meyer,

Aug. 11, from Tjilatiap for Batavia. August 14, British str. Warpara, Hutcheson, Aug. 14, from Batavia for Colombo. August 15. German str. Altona, from Ham-

burg for Batavia. August 15, Dutch str. Tantalus, July 2, from Rotterdam for Batavia. August 15, German str. Rendsburg, May 20,

from Hamburg for Batavia.

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

4. From Naval Yard to East Point

JARDINE, MATHESON & Co., LD...

P. & O. S. N. Co.

P. & O. S. N. Co.

HAMBURG-AMERIKA LINIE

HAMUBRG-AMERIKA LINIE

HAMBURG-AMERIKA LINIE

HAMBURG-AMBRICA LINIE

HAMBURG-AMERIKA LINIE

HAMPURG-AMERIKA LINIE

MELCHERS & Co. ...

ARNHOLD, KARBERG & Co...

THE BANK LINE, LIMITED

CANADIAN PACIFIC R. Co. ...

CANADIAN PACIFIC R. Co....

OSARA SHOSEN KAISHA

Toyo Kaisen Kaisha......

NIPPON-YUSEN-KAISHA

NOPPON YUSEN KAISHA ...

Месонень & Со....

NIPPON YUSEN KAISHA ...

JAVA-CHINA-JAPAN LIJN ...

Toyo Kisen Kaisha

BUTTERFIELD & SWIRE

NIPPON YUSER KAISRA ...

JARDINE, MATHESON & Co., LD

MELCHERS & Co ...

HAMOURG-AMERIKA LINIE

Olof Wiji & Co., Ltd.

OBAKA SHOSEN KAISHA....

DOUGLAS LAPRAIR & Co....

OSAKA SHOSEN KAISHA

OSAKA SHOSEN KAISHA

DOUGLAS LAPRAIR & CO

BUTTERFIELD & SWIRE

BUTTERFIELD & SWIRE

SHEWAN, TOMES & CO ...

NIPPON YUSEN KAISHA

JAVA-CHINA-JAPAN LIIN

BUTTERFIELD & SWIRE

BUTTERFIELD & SWIRE

MELCHERS & Co.

SHEWAN, TOMES & Co.

Douglas Lapraik & Co.

BUTTERFIELD & SWIRE

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. BUTTERFIELD & SWIRHA

H. W. A. Clark, R.N.R. P. & O. S. N. Co. ...

J. B. v. Damme Jelnh JAVE-CHINA-JAPAN LIJN

G. W. Ceckman, R.N.R | P. & O. S. N. Co....

J. B. Harris

J. W. Evans

Pennofather ...

Teask

W. C. Passmore

M: C. Smith...

P. H. Rolfe ... A. W. Outerbridge

K. Soyeda ...

L. C. Townssend.

T. A. Mitchell

J. Robinson ...

E. de Catalano

F. Sembill ...

J. P. Scholte.

F. Jamieson

Th. Stollberg ...

NIPPON YUSEN KAISHA ...

PORTLAND & ASIATIO S.S. Co . On 1st Sept., Daylight

JARDINE, MATHESON & Co., LD ... On 1st Sept., at Noon

JARDINE, MATHESON & Co., LD ... To-morrow, at Noon

JARDINE, MATHESON & Co., LD ... On 2nd Sept., at 2 P.M.

JARDINE, MATHESON & Co., LD... On 9th Sept., at 2 P.M.

JARDINE. MATRESON & Co., LD ... On 2nd Sept., at Noon

DAVID SASSOON & Co., LTD. ... To-day, at Noon

NIPPON YUSEN KAISHA

OSAKA SHOSEN KAISHA

PACIFIC MAIL S.S. Co.

PACIFIC MAIL S.S. Co.

Миссинка & Со

OLOF WIJE Co., LTD.

NIPPON YUSEN KAISHA

NIPPON YUSEN KAISHA

SANDER, WIELER & Co.

SHEWAN, TOMES & CO.

P. & O. S. N. Co.

TO BE PESPATCHED

On 2nd Sept., at Noon

About 6th Sept.

About 20th Sept.

On 14th Oot.

On 20th Spot.

On 31st inst.

On 15th Sept.

Un 29th Sept.

On 12th Oct.

About 20th Sept:

About 6th Sept.

About 5th Sept.

On 27th Sept.

On 15th Sept.

On 14th Oct.

On 8th Sept.

On 5th Sept.

To-morrow, at Daylight

On 12th Sept., at Noon

On 6th Sept., at 11 A.M

On 12th Sept., at 4 P.M.

On 16th Sept., at 11 A.M.

On let Sept., at I P.M.

On 15th Sept., at Noon

On 1st Sept., at Noon

On 1st Sept., at Noon

On 9th Sept., at D'light

On 31st inst., at D'light

About 19th Sept.

Quick desputch,

To-morrow.

To-morrow, at Noon

On 14th Oct., at Noon

On 1st Sept., at 4 P.M.

On 31st inst. at 4 P.M.

To-morrow, at 5 P.M

About 6th Sept.

About 7th Sept.

Quick despatch

About 14th Sept.

To-day, at I P.M.

... To-day, at 4 P.M.

On 5th Sept.

... To-day, at 8 A.M.

... To-day, at 4 P.M.

Quick despatch.

Middle of Sept.

To-morrow, at 9 A.M.

About 17th October.

On 3rd Sept., at 10 A.M.

On 6th Sept. at 10 A.M.

To-morrow, at 10 A.M.

On 1st Sept., at 1 P.M.

On 5th Sept., at 1 P.M.

To-morrow, at 4 P.M.

On 5th Sept., at 4 P.M.

On 9th Sept., at 4 P.M.

On 6th Sept.

On 1st Sept., at Noon

On 2nd Sept., at M'night

On 13th Sept., at D'light

To-day.

CATHERINE APCAR. Captain L. C Townssend, will be despatched for the above Ports TO-DAY, the 29th inst. For Freight or Passage, apply to.

DAVID SASSOON & Co., LTD., Agents. -Hougkong, 25th August, 1911.

"SHIRE" LINE OF STEAMERS, LTD FOR LONDON, ROTTERDAM AN ANTWERP.

THE Steamship

"CARMARTHENSHIRE! Capt. R. L. Daniel, will be desputched as above TO-DAY, the 29th August. The attention of Passengers is directed to the excellent accommodation provided by this Steamer at Moderate Rates. A Doctor and Steward as are carried, and all Cabins are fitted with Electric Fans. For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., Agenta Hongkong, 17th August, 1911-

THE PENINSULAR AN ORIENTAL

STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA ADEN, EGYPT, MEDITERRANEAN PORTS, PLY-M-O-U-T-H AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA

THE Steamship

"ARCADIA" Captain S. Barcham, carrying His Mujesty's Mails, will be desputched from this for Bombay, on SATURDAY, the 2nd Sept., 1911, at Noon; taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. " MONGOLIA," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France Tea and Cargo for London (under arrangeme it) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other C rgo for London, &c., will be conveyed via Bombay by the s.s. "ARABIA," due in London on the 14th Oct., 1911. Parcels will be received at the Office

until 4 r.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT,

Hongkong, 21st August, 1911.

Superintendent.



AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS - AND SUEZ CANAL. (With Liberty to call at the Malsbar Coast.)

"KATUNA," ... On or about 5th Sept. For freight and further information apply to-

SHEWAN, TOMES & Co. General Agents. Hongkong, 15th August, 1911.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. With Liberty to Call at the Malahar Coast THE Steamship

"ROSERIC," Will be despatched for the above Ports FRIDAY, the 15th September. For Freight and Passage, apply to ARNHOLD, KARBERG & Co.,

General Agents. Hougkong, 22nd August, 1911.



AUSTRIAN LLOYD'S STEAM NAVI. GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN. SUEZ AND PORT SALU. (Taking Cargo at through rates to the Persian GULF, RED SEA, BLACK SEA. LEVANT, VENIOR and

ADRIATIC PORTS). THE Company's Steamship

"VORWAERTS" Capt. Dannecker, will be despatched as above on WEDNESDAY, 27th Sept. This Steamer has capital accommodation for passengers, electric ligh and carries a doctor. For information as to Passage and Freigh apply to

SANDER, WIELER & Co., Agenta. Princes Buildings. Hongkong, 28th August, 1911.

SAILING DATES

Sept., at Noon.

STELL NAVIGATION COMPANY. 5 p.m. Freight and Capt. E. P. Martin, R.N.R. | 30th Aug. | Passage. Treight and About Passage. Sec Special LONDON VIA USUAL PORTS) ARCADIA I Advertisoment Capt. S Barcham LONDON and ANTWERP'SOCOTRA Freight only NANG, COLOMBO, PORT (SARDINIA) 6th Sept. Freight and SAID and MARSEILLES Capt. C. C. Talbot, R.Nu. 20th Sept. and YOKOHAMA....... Capt H. W. A. Clark, For Further Particulars apply to E. A. HEWETT. Superintendent. Hongkong, 28th August, 1911. CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION TO BAIL HOIHOW and HAIPHONG "SINGAN" On 29th Aug., 8 A.M. MANILA, CEBU and ILOILO "TAMING" On 29th Aug., 4 P.M. SINGAPORE, SAMARANG and "SHANTUNG" On 29th Aug., 4 P.W. SOURABAYA.... "CHINHUA" On 31st Aug., 4 PM. CHEFOO and TIENTSIN "KUEICHOW" On 1st Sept., 4 P.M. SHANGHAI On 2nd Sept., M'night. MANILA, CEBU and ILOILO "TEAN" On 5th Sol On 5th Sopt., 4 P.M. S.S. "LINTAN" and S.S. "SANUL" AUSTRALIAN STEAMERS have superior accommodation with Electric Light. throughout and Electric Face in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports. MANILA LINE TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Dock, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft. KAT SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS MANHUL" "(THENAN," CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Diving Salcon, leaving Hongkory for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangisze and Northern China Ports. NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s hunch leaves Murray Pier at 10 o'clock every SATURDAY These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung. TELEPHONE 36 REDUCED FARES:—SINGLE \$45......RETURN \$75. For Freight or Passage apply to-BUTTERFIELD & SWIRE, AGENTS. Hongkong, 29th August, 1911.

INDO-CHINA S. NAV. CO., LD.

			• Company of the comp	
	PROJECTED SAILINGS FROM HOL	NGKONG (SUBJ	ECT TO AL	PERATION.)
	ያያግ	STFAMERS -	ጥዕ 8	AIL
	* SHANGHAI VIA SWATOW	"CHOYSANG"	Wed day. 30	Jth Aug., Noon
	* TIENTSIN	"CHIPSHING"	Friday.	1st Sept , Noor
	**SHANGHAI, KOBE & MOJI	"NAMSANG"	Friday,	1st Sept., Noor
	SINGAPORE, PENANG LCALCUTTA	"FOOKSANG"		
	* MANTLA	"YUENSANG"	Saturday.	2nd Sept., 2 P.1
٠.	- MANILA	"LOGNGSANG'	Saturday.	9th Sept.: 2 P.
	RETURN TO	JRS TO J	APAN,	d .
	a compare	17 AL TO 1 TO 1	-	

(OCCUPYING 24 DAYS), The Steamers "Kutsand," "Namsand" and "Fooksand" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light, A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted through. out with Electric Light. † Taking Cargo on through Bills of Lading to Yargtsze Ports, Tsingtau, Weihaiwei, Chefoo Tlentsin & Newchwang. Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Hongkong, 29th August, 1911. GENERAL MANAGERS.

HAMBURG-AMERIKA

IN CONJUNCTION WITH DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA." Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO. 40 MARSEILLES, HAVRE BREMEN and HAMBURG and to NEW YORK.

"NAKING Cargo at Through Rates to vall European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genos, and other Mediterranean Leventine, Black Baltic See and Ports, and all North and South American Ports, NEXT SAILINGS FROM HONGKONG:

	HOMEWARD.
OUTWARD.	FOR HAVRE, BREMEN & HAMBURG:
Por Shnahai, Kobe & Yokohama:	S.S. AMBRIA 31st Aug. FOR HAVRE & HAMBURG: S.S. ALESIA 15th Sept.
S.S. SUEVIA 6th Sept. S.S. SENEGAMBIA 20th Sept. S.S. BAYERN 6th Oct.	FOR HAVRE, ROTTERDAM & HAMBURG: S.S. PREUSSEN 20th Sept.
S.S. ARCADIA 18th Oct S.S. SLAVONIA ord Nov.	FOR HAVRE, & HAMBURG: S.S. RHEINFELS 29th Sept. FOR HAVRE, BREMEN & HAMBURG:
S.S. SCANDIA 16th Nov. S.S. SPEZIA 2nd Dec.	S.S. SUEVIA 12th Oct. FOR ROTTERDAM & HAMBURG:
For Further Particulars, apply to-	S.S. FURST BULOW 14th Oct.
	MBURG-AMERIKA LINIE,
Hongkong, 26th August, 1911.	12

DOUGLAS STEAMSHIP CO., LD. EST

HONGKONG-SOUTH CHINA COAST PORTS

13 16HEST Class, Eastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

AMOY AND FOOCHOW SWATOW. AND. RETURN.

(Occupying 9 to 10 Days).

STEAMSKIP9	CAPTAIN		LEAVING.
"HAITAN" "HAIYANG" "GAICHING"	Capt. J. S. Ronoh Capt. J. W. Evans Capt. W. C. Passmore	. FRIDAY.	29th Aug., at I P.M. 1st Sept., at 1 P.M. 5th Sept., at 1 P.M.

During the Month of August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent, on the usual Rate to Foochow. Steam ers will servive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to-

DOUGLAS, LAPRAIR & Co...

GENERAL MANAGEES

Hongkon 2. 26th August, 1911.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PAULFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE

STRAFFIC	Tons	CAPTAIN	DATE OF SAILING.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 15th Sept., at Noon
AMERICA MARU	11.000	A. G. Stevens	FRIDAY, 6th Oct., at Noon
	21,000	Fr. Bent	FRIDAY, 13th Oct., at Noon
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAI. CHI, YOKOHAMA and HONOLULU, on FRIDAY, 15th SEPTEMBER, at NOON.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL BAILWAYS OF MEXICO AT MANZANILLO.) The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

STEAMER	Y G	Tons	DATE OF SAILING.
		10.500	SATURDAY, 14th October, at Noo
HONGKONG MAT		11.000	WEDNESDAY, 13th December, at Noo
KIYO MARU		17,500	TUESDAY, 18th February, at Noo

and CHILEAN PORTS_VIA MOJI, KOBE, YOKOHAMA and HONOLULU; on SATURDAY, 14th October, at NOON.

FARES FROM HONGKONG: To LONDON ... Yen 570.00 To VALPARAISO ...

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense: TO EUROPEAN POINTS:-Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Govern-

ment of China and Japan. TO CANADIAN AND UNITED STATES POINTS :- Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call. TO ALL POINTS :- Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent ouisine and accommodation. "TENYO MARU" "CHIYO MARU" and "SHINYO MARU" are fitted with Turbing Engines and Triple Screws. Record Speed 212 knots. Through Bills of Lading issued to North, Central and South American Ports.
For Further Particulars as to Passage and Freight, apply to

K. MATSDA, AGENT, . King's Building (Opposite Blake Pier).

KAISHA. SHOSEN OSAKA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.



Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND BAILWAY THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexica, Central and South America.

FOB	STHAMERS	Tons rag.)	EBAV#3,
VICTORIA, B.C. & TACOMA VIA KEELUNG, NAGASAKI,		6,182	WED'DAY, 6th Sept., at 11 A.M.
MOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct., at 11 A.M.
].	
VICTORIA, B.C. & TACOMA via KEELUNG, Shanghai,	MEXICO MARO	6,064	SATURDAY, 16th Sept., at 11 A.M.
Moji, Kobr, Yokkaichi, Shimidzu and Yokohama	"CANADA MARU"	6,064	TUESDAY. 17th. Oct., at 11 A.M.
	The second second		TOTAL TO THE SERVE

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE

	OR	STEAMERS	LHAVER.
FOOCHOW v		"CHOSHUN MARU"	WED DAY, 30th Aug., at 10 A.M.
TAMSUI VIA	SWATOW MOY	"DAIJIN MARU"	SUNDAY, 3rd Sept., at 10 A.M.
ANPING, VIA and A		"SOSHU MARU"	WED'DAY, 6th Sept., at 10 A.M.

will be issued at the Special Rates of :-

1st Class \$45.50 2nd Class \$29.90. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, -772-778] M A NAGE II –

ASIATIQUE

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd Classes) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 30th Aug., 1911, at 9 A.M.

For Passages and Freight, apply to

THOMAS, M.M. Co.'s Agent.

MPPONYUSENKAISHA

STEAMERS



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SALLINGS FROM HONGRONG-SUBJECT TO ALTERATION.

DESTINATIONS MARSEILLES, LONDON and, ANTWERP, via SINGA-PORE. PENANG,

COLOMBO. SUEZ -

and YOKOHAMA ...

PORT SAID ...

HIRANO MARU (WEDNESDAY, 30th Aug., at Daylight. Capt. H. Fraser, TANGO MARU WEDNESDAY, 13th Sept., at Daylight. Capt. K. Kawara, KAMO MARU (WEDNESDAY, 27th Capt. F. L. Sommer, 9,000 1 Sept., at Daylight. SATURDAY, 9th KAMAKURA MARU

VICTORIA, P.O. & SEATTL VICTORIA, B.C. and (SINABA MARU

Sept., from Konn CTUESDAY. 12th SEATTLE, via KRELUNG. Capt. S. Tominaga, Sept., at 4 p.m. -7.000 t SHANGHAI, MOTT. KOBF, TAMBA MARU (TUESDAY, 10th YOKKAICHI, SHIMIZU Capt. K. Noda, Oct., at Noon. SYDNEY and MELBOURNE, (via MANILA, THURSDAY -YAWATA MARU CERIDAY, 1st

ISLAND, TOWNSVILLE Capt. T. Sekine, and BRISBANE BOMBAY MARU SHANGHAI, MOJI NAGASAKI. KOBE andf YOKOHAMA KOBE and YOKOHAMA

(WEDNESDAY, 30th Capt. J. Toranaka, 5,000 \ NIKKO MARU (WEDNESDAY, 30th Capt. M. Yagi. 6.000 U Aug., at Noon. AKI MARU THURSDAY, 31st Capt. K. Homma. 7,000 \ Aug. at Daylight. CTUESDAY. Capt. K. Soyoda, 7.000

1 5,000 **t**

BOMBAY VIN SINGAPORE (PAKATA MARU and COLOMBO... ... Omitting Keelung and Shimizu.

Fitted with New System of Wireless Telegraphy. * Carries Dock Passengers | Cargoonly.

STEAMERS BETWEEN

KOBE AND CALCUTTA.

Regular Service (onec in every 18 days)

FROM KOBE TO CALCUTTA, CALLING AT SINGAPORE, PENANG AND RANGOON. The First Steamer to sail from Hongkong:-

-- "JINSEN MARU," Tons 3,782, on September 26th.

CHEAPEST SUMMER RATES BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911. SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return, Kobe Return, Moji Return, Nagasaki Return,

\$120 ist CLASS -**\$110 \$90**

\$ 80 **\$ 70** ·\$ 60 **\$50**

With Option of rail between Steamers' Calling Ports in Japan. For Further Information, apply to-T. KUSUMOTO, MANAGER. 1061-14-40]

MAIL LINE.

PACIFIC MAIL

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM MONGKONG. (SUBJECT TO ALTERATION.) SAILING DATES 8th Sept., at 1 P.M. • MONGOLIA 27,000 ... SATURDAY, 30th Sept., at 1 P.M. * KOREA 18.000 SATURDAY, 23th Oct., at 1 P.M. 10th Nov.; at 1 P.M. ... FRIDAY SATURDAY. 25th Nov., at 1 P.M. * MONGOLIA..... SATURDAY, 16th Duca, at 1 P.M. * KOREA 18.000 FRIDAY, 12th Jan., at I P.M. • SIBERIA 18,060 SATURDAY, 27th Jan., at 1 P.M.

* Twin Screws. All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MANCHURIA" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU. on FRIDAY, 8th September, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European, Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military Chinaratic and Consuls Consuls and Consuls Consuls and Consuls and Consuls Consuls Consuls Consuls Consuls and Consuls Cons Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:

—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA...... 10,200 Tons FRIDAY, 1st Sept., at 1 P.M. PERSIA 9,000 Tons FRIDAY, 20th Oct., at 1 P.M. TIME 8.8. "CHINA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGA. SAKI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, 1st Sept., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS. SALOON SERVICE is furnished at Intermediate Rates. via Canadian Atlantic Ports. £43. FARES, HONGKONG TO LONDON via New York 🔐 HONGKONG TO SAN FRANCISCO

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, . AGENT.

STEAMERS PASSED THE CANAL. August 1st-Antilochus, Benvenue, Buelow.

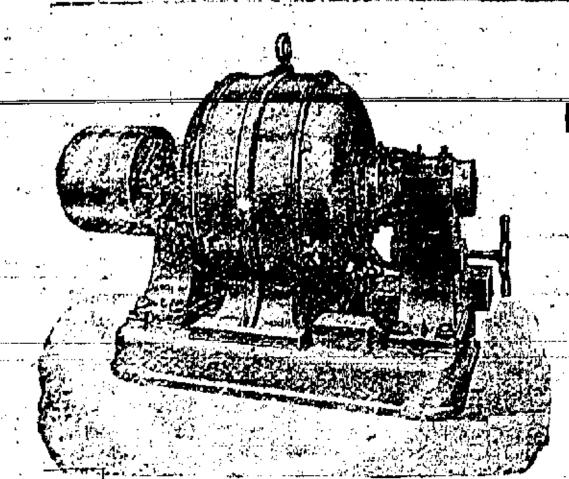
Ceylon. 4th-Agamem.on, Aki Maru, Austria, Caledonien, Dunblone, St. Patrick. 8th-Suevia. 11th-Slavonia, Theseus, Tranquebur. Delayed through mutilation, Va dalia 15th-Achilles, Benalder, N. b., Polma. 18th-Bra. silia, Mishima Maru, Ntentor, Sydney, Telema-chus, Gneismau. 22nd- Belgravia, Denbighshire, Motoppo, Menclaus, umatra, Glenfarg, Senegambia, Lovat 25th—Armand Behic,

Konanysi, S. neca. Siam, Atreus.
A H. I. VA AT H. ME. August 25th-Indraw di. "iyasaki Maru, Ping Suey, Indra, Prinzess Alice.

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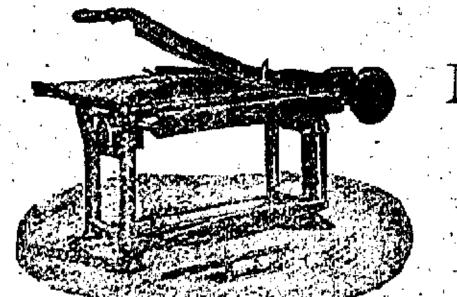
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Queen's Buildings, Trl. No. 960. Houghong, 25th Argust, 1911.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

August 28th ON PARIS:-Bank Bills, on demand226 Credits, at 4 months' sight......230 ON GERMANY:-

On New York:-Bank Bills, on demand431 Credits, at 60 days' sight445 On BOMBAY:-Bank, on demand134 Bank, on demana134 ON SHANGHAL:-

Bank, at sight75 ON SINGAPORE: On demand76 ON BANGKOK:—On demand............845 SOVEREIGNS, Bank's Buying Rate\$11.10 GOLD LEAF, 100 fine, per tael\$57.80

BAR Silver, per oz.24id. SUBSIDIARY COINS. Chinese20 cents pieces \$6.35 discount. Chinese ,....10\$6.70 \$6.18 Hongkong ...10

CIGARETTES OF DISTINCTION

Bouton Rouge

and Felucca



SECATIVE ECANDRIES

8175, sallars

\$18, sales

861, buyers

\$207. buyers

\$125, buyers

\$50 \$350, buyers

\$100 | \$8121. buyers

\$60 | **8215**, @ Ex 73,

\$101, buyors

971, buyers

\$45, buyers

S2 65, buyers

all 85, buyers

all | 8135, sales

\$31, sales

810, buyers

\$20, buyers

828 1, sales

76/-, sellers

\$10, buyers

84. sellers

-\$2, buyers

\$15, buyers

\$12, buyers

863, buyers

Quotation.

 $4/10\frac{1}{2}$ per 1b., buyers.

84 810.

\$26½ \$16½

866 {L'dov. £5 17. 6.

830 | \$271, buyers TIn. 903

THE MAN OF TASTE

IN 50's & 100's

AT \$4.20 AND \$2.80

_ PER 100

ALL TOBACCONISTS.



goût americain Sole Representative for Hongkong and South China Hugo C.A. Fromm, Hongkong. Hongkong, 25th August, 1911.

POST OFFICE NOTICE Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE

The Chinhua, with the Siberian Mail, is due to arrive here to-day.

2nd August.

The Touranc, with the Siberian Mail, is due to arrive here to day, The Della, with the English Mail, left Singapore on Friday, the 25th inst., at-6:39 p.m., and may be expected here to-morrow, at 6 a.m. This packet brings the parcel mail closed in London for despatch by the all sea route on the 26th July, and for despatch overland on the?

FOR	PER	DATE
Heihow Shanghai Singapore, Penang and Calcutta	Sexta Chiyuen Catherine Apoar	Tuesday, 29th, 10.00 A M Tuesday, 29th, 10.00 A m
		Tuesday, 29th, Printed Matter and Sam- ples 10.00 A M
EUROPE, &C., INDIA VIA TUTICORIN, Late Letters 11.(0 A.M. to Noon. Extra Postage 10 cents). Letters posted in all the Piller Boxes in	Pourane >	Registration 10.15 A M (Registration, with late fee of 10 cents, up to 11.00 A M.)
time for the first Clearance will be included in this contract mail)		Registration, Kowlood B.O 9.30 A M No late fee Letters 11.00 A M
Macao Manila, Cebu and Hoilo		Tuesday, 29th, Noon Tuesday, 29th, 1.15 P M Tuesday, 29th, 3.00 P M Tuesday, 29th, 3.00 P M
Kobe and Moji Amoy Singapore, Penang and Colombo	Nippo Maru Hong Bee	Tuesday, 29th, 400 PM Tuesday, 29th, 5.00 PM
Pakhoi and Haiphong Swatow, Amov and Foochow Swatow and Shanghai Nagasaki. Kobe and Yokohama Macao	Hanoi Choshun Maru Choysany Nikko Maru Sui Tai	Wednesday, 16th, 9.00 A M Wednesday, 30th, 11.00 A M Wednesday, 3 th, 11.00 A M Wednesday, 30th, 1.15 P M
Manila, Cebu and Hoilo Shanghai SIBERIAN MAIL TO EUROPE	Delta	Wednesday, 30th, 5.00 P M
Macao Shaoghai Moji, Kobe, Yokohama and Portland	Kygja	Thursday, 31st, 1.15 P M Thursday, 31st, 3.00 P M Thursday, 31st, 5.00 P M —: SEPTEMBER:—
Tientsin Shanghai, Kobe and Moji Manila (Taking Mails for Cobu and Hoile), Thursday Island, Cooktown, Cairns,	Chipshing Nameang	Friday, 1st, 10.00 A M Friday, 1st, 10.00 A M
Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Danedin, Adelaide, Perth, and Fremantle	Yawata Maru	Friday, 1st, 10.00 A-m

Total Distriction Country, Troopers,	2 (((CRAIL THEE)	21144, 140, 10,00 A M
Launceston, New Zealand, Melbourne,		
Danedin, Adelaide, Perth, and Fremantle		
	ſ	Friday, 1st,
· · · · · · · · · · · · · · · · · · ·		Printed Matter and Sam-
		рієв 🔭 10.00 л в
	1	Registration 10.15 A M
	·	(Registration, with late
SPARGHAI, NAGABAHI, KOBE, YOKOHAMA, C.		fee of 10 cents, up to
HONOLI LU AND SAN FRANCISCO	China	11.00 A.M.)
SIBERIAN MAIL TO EUROPE		Registration, Kowloon
	1	B.O 9.30 A M
		No late fee.
		Letters Noon
Owntow American Brooks	Barrana	Friday 1st Maria
Swatow Amoy and Foochow	Sai Vai	Friday, 1st, Noon. Friday, 1st, 1.15 P M
Macro	Sui Tai	Eriday, 1st, 1.10 PM
	Kucichow	Friday, 1st. 3.00 P M
Sinvacore, Penang and Calcutta	Fooksang	Saturday, 2nd, 10.00 A M
EUROPE, &c., INDIA VIA TUTICOBIN,		Saturday, 2nd,
(Late Letters 11.00 AM. to Noon. Extra		Printed Matter and Sam-
Postage 10 cente.)		рјев 10.00 д
(Supplementary mail on board up to the		Registration 10.75 A M
time fixed for departure of the mail		(Registration, with la
Extra Postage 10 cents)	Arcadia	fee of 10 cents up t
(Letters posted in all the Fillar-Boxes in)	144 ANS	10.45 A.M.)
time for the first clearance will be		Registration, Kowlood
in Indea In this contract went t	,	B.O 9.30 A >
The Parcel Mail will be closed on Friday, 1st instant, at 5 P.M.		No late fee Letters 11.00 A M
Friday, 1st instant, at 5 P.M.	i d	Letters 11.00 A M
Hanila (Taking Mails for Cebu and Mpile)	Yuensang	Saturday, 2ad, 1.00 P M
Macuo	Sui Tai	Saturday, 2nd, 1.15 P M
Shonohai	Anhui	Saturday, 2nd 500 p M
hanghai, watew, Amoy suff Foothow	Harching	Tuesday. 5th Noon
Manila Cebu and Iloilo	Tean	Tuesday, 5th, 3.00 P M

SHARE LIST.—QUOTATIONS. VALUE. PAID UP. TIONS CASH. SHARES, DANKS.-∫ \$887½,x d. sel. 120,000 Hongkong & Shanghai Bank Corporation £85 10/- x div China Borneo Company, Limited ... 60,000 50,000 \$10, buyers China Light and Power-Company, Limited. \$1.55, sellers-China Provident, Loan & Mortgage Co., Ld... 200,000 1881, buyers COTTON MILLS.-Tla, 50 20,000 Ewo Cotton Spin'g. & Weaving Co., Ld., Houghong Cotton Spinning Co., Ld., International Cotton Manufing Co., Ld. Tls. 87. 125,000 | Tla. 75 Tls. 421. Tis. 100 Laou-Kung-Mow C. Spin & Woav. Co., Ld TIs. 61. Soy Ches Cotton Spinning Co., Limited Tla 23. Dairy Farm Company, Limited \$23, buyers DOCKS AND WHARVES .--60,000 50,000 H'kong & Kowloon Wharf & G. Co., Ld. Hongkong and Whampon Dock Co., Ld. \$52, x d. sollers New-Amoy Dock Co., Limited 88. sellers 55,700 Shanghai Dock and Engineering Co., Ld Shanghai and Hongkew Wherf Co., Ld., 36,000 400,000 Green Island Coment Co., Limited 83.90 Hongkong and China Gas Co., Limited Hongkong Electric Co., Limited ... Hongkong Hotel Company, Limited ... 8,000 \$72, sales

60,000

10,000

12,400 12,000

50,000 150,000 6,000 78,000 12,500

16,000

200,000

25,000 50,000 75,000

20,000

20,000

10,000

20,000

1,200 15,000 10,000

60,000 pref.

60,000 def. 2,500,000

Manila Metropole Hotel Limited Hongkong Ice Company, Limited Hongkong Rope Manufacturing Co., Limited H'kong& South China Steam Fisheries Co., Ld. 10,000 20,000 24,000 8,000 10,000 Canton Insurance Office Co., Limited . China Fire Insurance Co., Limited ... China Traders Insurance Co., Limited ... Hongkong Fire Insurance Co., Limited

North-China Insurance Co., Limited ... Union Insurance Society, Limited Yangtsze Insurance Association, Limited LANDS AND BUILDINGS. Hongkong Land Invest. Agency Co., Ld. Humphreys' Estate and Finance Co., Ld. Kowloon Land and Building Co., Ld. ... Shanghai Land Investment Co., Limited West Point Building Co., Limited

SociétéFrançaise des Charb'ges du Tonkin Raub Australian Gold Mining Co., Ld ... Peak Tramways Co., Limited ... Philippine Co., Limited References.-China Sugar Refining Co., Limited Luzon Sugar Refining Co., Limited

STHAMSHIP COMPANIES .-

China and Manila Steamship Co., Ld. ... Douglas Steamship Co., Limited Hongkong, Cauton & Macao S.B. Co., Ld. Indo-China Steam Navigation Co., Ld Shell Transport & Trading Co., Limited. Star Ferry Company, Limited South Chins Morning Post, Limited Steam Laundry Company, Limited ... STORES AND DISPENSARIES .-

Campbell, Moore & Co., Limited Wm, Powell, Limited Watkins. Limited A. S. Watson & Co., Limited Waissmann, Limited H. Price & Co., Ltd. United Asbestos Oriental Agency, Limited, Union Waterheat Co., Limited

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TO-MORROW 6.30 PM - Extraordinary General Meeting of the Royal-Hangkon--Golf-Club, at Club

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FORTHCOMING EVENTS.

Saturday, 2nd Sept.—Grand Promenade Charitys Patna New \$3. 00

Concert on the Volunteer Parade Ground, 9.15 р.н. ON SALE.

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